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[25]

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DEATH.
On August 31st, at the Peak Hospital,
ARCHIBALD MILLER MARSHALL, aged 53.
[105]

HONGKONG OFFICE: 10A, DES VILLE ROAD C
LONDON OFFICE: 131, FLEET STREET, EC

The Daily Press.

HONGKONG, SEPTEMBER 1st, 1910.

An Act of Congress approved in June last makes the installation of wireless telegraphy after July 1st next compulsory on all ocean-going passenger steamers leaving the ports of the United States. A similar Bill has been introduced by Sir EDWARD SASSOON into the House of Commons, but the fate of this measure has not yet been decided. Protests have been made against its terms by the Glasgow Chamber of Commerce and a few other organisations we believe. It is objected that in many small vessels which carry passengers the capital cost of a wireless installation, taken in conjunction with the recurring charges, would be so heavy as to very seriously hamper trade. The objection of the Glasgow Chamber is to making the equipment compulsory on ships which carry less than one hundred passengers, while Sir EDWARD SASSOON's Bill, is apparently identical in this respect with the new American law which makes it obligatory on all ocean-going ships carrying fifty or more persons including passengers and crew. During the past two or three years many proofs have been afforded of the great usefulness and value of wireless installations on steamers as a measure of protection for life and property, and the travelling public will be found in cordial

sympathy with the effort to extend this protection to all passenger ships. But the House of Commons will probably be not a little reluctant to resort to compulsion in the matter by legislative enactment. Private initiative has gone a long way in this direction—during the last three years. We have seen ample evidence of this in Hongkong harbour. Three years ago, we think we can safely say, there was not a passenger or mercantile steamer coming into our port which possessed a wireless installation. Now there are few large passenger steamers calling here, which are without this useful equipment, and the time is doubtless coming when the insurance companies will assist its extension by quoting a preferential rate for the steamers so equipped. As an illustration of the advantage of a wireless installation, from the point of view of the insurance companies, we need only refer to the recent case of the *Trieste*, in which much money probably would have been saved to the underwriters had the vessel been equipped with the means of radio-communication, enabling the earlier discovery of her whereabouts. We observe that the *Times*, commenting on the part wireless telegraphy has played in the capture of an alleged criminal who was making his way on a ship to Canada, remarks that the passage of Sir EDWARD SASSOON's Bill will be greatly facilitated by this evidence of the utility of wireless telegraphy which, while it does not add strength to the convictions of the instructed, appeals forcibly to the public imagination. But as against public sentiment, it will be the duty of Parliament to pay the utmost regard to the commercial aspects of the matter. It is contended that so comprehensive a measure will prove commercially disastrous, and the Bill therefore is not one which is likely to be rushed through Parliament simply because it appeals forcibly to a public imagination uninstructed as regards its probable commercial consequences to the nation.

Two coolies were each sentenced to seven days' imprisonment by Mr. E. R. Halifax at the Magistracy yesterday for stealing lamp oil from the Central Police Station.

Twenty-five gamblers appeared before Mr. E. R. Halifax at the Magistracy yesterday on a charge of playing a game of chance at No. 7, Yan Wo Lane. They were fined 84 pence.

Recent naval appointments include—Commander E. E. Gregory to the *Tamar*; and Rev. F. Ioley, M.A., formerly on the China station, temporarily appointed to the *Bellerophon*.

Towky Yat Tet Shin at Ipoh has been fined \$2,000 for attempting to bribe Mr. Gilman, the magistrate at Ipoh, in connection with the recent gambling raid there. The alternative is two months in gaol.

The P. & O. Company, by special advertisement on page 8, announce their arrangements for the Passenger Season 1911. On the front page the Company advertise the s.s. *Marmora* (16,500 tons) as a through steamer, leaving Hongkong on March 18th.

The native on remand, who was charged with pouring a pot of tar over the head of a blind man at Shektsontsi, was found guilty by Mr. E. R. Halifax at the Magistracy yesterday and sentenced to six months' imprisonment with hard labour.

A public meeting of Chinese, Malays and Indians is projected at Penang with the object of protesting against house-to-house inspection by the Municipal health officer's staff, while the latter are not disinfected before leaving premises in which small-pox exists. Masses were said in the Roman Catholic church recently for protection against small-pox.

A Chinese who has twice been banished from the Colony appeared before Mr. J. R. Wood at the Magistracy yesterday on a charge of attempted house-breaking at West Point. Early yesterday morning a lukong found him about with house-breaking implements in his possession. His Worship sentenced the accused to twelve months' imprisonment with hard labour and four hours' stocks.

The *Java Times* records the death of Mr. G. Weston Orange, who came out three months ago to join the Hongkong and Shanghai Bank at Sourabaya. From the time of his arrival in Java, Mr. Orange had been ailing. The climate did not seem to suit him, and a fortnight ago he went to Weltevreden for change and treatment, being the guest of Mr. Nicholson, the local manager of the bank, at Koningplein.

Major-General Stephenson, who recently came out to Singapore, to take up his command of the troops in the Straits Settlements. The *World* says—General Stephenson has been by no means unfortunate in his professional career. At one bound he went over the heads of forty-seven seniors when he was promoted to his present rank in May, 1906, and, what is more, got a division at Aldershot within a year of his advancement to the establishment. He now goes to Singapore after only four and a half months of half-pay. Not a bad record this! He owes his success to the character he earned in South Africa, where he was always to be depended upon if there was any ticklish work to be done.

THE "BEDFORD" DISASTER.

FURTHER PARTICULARS.

From the *Nagasaki Press* we learn the following details of the wreck of H.M.S. *Bedford*:

News of the disaster was brought to Nagasaki by the cruiser *Kent*, which arrived here on Sunday evening at seven o'clock (August 21st). The *Minotaur* (flagship), with Vice-Admiral Sir Alfred Winslow on board, and the *Bedford*, *Kent* and *Monmouth* left Wei-hai-wei on Saturday morning for Nagasaki. During the voyage the *Bedford* was making a speed trial steaming at 19 knots, and at 4 a.m. on Sunday morning ran on the Samarang Rock, near Quelpart Island, off the South of Korea. From what we can gather, it appears that the vessel's bottom plates were torn open by the force of the impact, resulting in the stokehold being flooded and the loss of life, the water filling the holds before the men could make their escape. The other ships stood by and the surviving officers and men were promptly transferred to them. The *Kent* was then ordered to proceed to Nagasaki to establish communication with the British Admiralty, while the *Minotaur* and *Monmouth* remained to the wreck.

The *Kent* is in constant touch with the flagship by means of wireless telegraphy, and we understand the messages received while in port emphasise the seriousness of the damage sustained by the *Bedford* and give little hope that the vessel will be refloated. On Sunday night the weather was so unsettled that it was unsafe for the *Minotaur* and *Monmouth* to remain in the vicinity of the wreck. The distance from port will render the accumulation of salvage material a work of great difficulty, and the reputation of that part of the Korean coast—the frequent recurrence of fog and storm—will probably deter the authorities from making any great effort to save the ship.

The Japanese naval authorities have despatched cruisers and salvage material from Sasebo to the scene of the disaster.

THE CHINESE MEMORIAL SERVICE.

ACKNOWLEDGMENT FROM THE QUEEN.

The Bishop of Victoria sent to Her Majesty the Queen Mother a copy of the Chinese Memorial Service that was held in the Cathedral on May 20th. He has just received the following acknowledgment from Colonel Streetfield, Equerry to Her Majesty Queen Alexandra:

Buckingham Palace,
August 4th, 1910.

My Lord—I am commanded by Queen Alexandra to thank your Lordship most sincerely for your letter of the 30th June and for the copy of the service in Chinese, conducted by Chinese clergymen, in St. John's Cathedral, Hongkong, upon the 20th May last.

Her Majesty is greatly touched and interested by your description of the sorrow manifested by the vast congregation of Chinese Christians and non-Christians at the death of his late Majesty King Edward VII, assembled on this occasion, and Her Majesty trusts that your Lordship may find it possible to express to the Chinese Residents of the Colony her grateful appreciation of their loyal sympathy in her irreparable loss.—I have the honour to be, My Lord, Your obedient servant.

(Sd.) HENRY STREETFIELD, Col.,
Equerry.

The Rt. Rev'd.

The Lord Bishop of Victoria,
Hongkong.

King George has already gratefully acknowledged the many expressions of loyalty on the part of Europeans in the Colony.

DEATH OF MR. A. M. MARSHALL.

A MILITARY FUNERAL.

The death took place yesterday morning at the Peace Hospital of Mr. A. M. Marshall, assistant manager in Hongkong of the China and Japan Telephone Company. Deceased, who was 33 years of age, had been in the Colony for about three years, during which time he made many friends, who will learn of his demise with deep regret.

The deceased, having been a member of the Hongkong Volunteer Artillery, was accorded a military funeral yesterday afternoon, his remains being accompanied to the Happy Valley by a good number of his comrades and friends. Fifty Volunteers, under the command of Lieut. Colonel Chapman, followed the remains of their comrade-in-arms to his last resting place. The mournful procession was headed by the band of the Buffs, who played Chopin's funeral march. The sergeants of the corps were the pall bearers. The burial service was conducted by the Rev. C. Bone, Wesleyan chaplain, while the firing party was composed of fourteen members of No. 2 Company.

A HUGE FINE.

LARGE QUANTITY OF CHANDU FOUND
IN SAMPAN.

A huge fine was imposed last week at Singapore on a Chinaman charged with possessing a large quantity of chandu and also with attempting to import it. He pleaded guilty. A revenue officer stated that he was accused in a sampan and beside him were several baskets like fruit baskets. Alongside the sampan were other two sampans with a man in each. The officer stopped the central sampan and asked what was in the baskets. He was told it was fruit, but on examining them he found 46 lbs of chandu. He got the assistance of other officers and detained the man in charge of the baskets and also the man in the other sampans. He then informed Mr. Scott, who arrested the man, charging one with possession and attempting to import and the others with being accessories. The 46 lbs contained chandu valued at \$1,150. The man in possession said he brought it from a ship on which he was third cook.

Mr. Bartley fined the first accused \$3,000, or six months' imprisonment, on each charge—\$6,000, or one year in all. The other men were discharged.

Mr. Bartley fined the first accused \$3,000, or

A SANITARY DEPARTMENT
PROSECUTION.

TRAMWAY EMPLOYEE DEFENDANT.

An interesting case came before Mr. E. R. Halifax at the Magistracy yesterday when Inspector Allen, of the Sanitary Department, prosecuted a coolie employed by the Electric Tramway Company for depositing sand and oil in a public street. The Head of the Sanitary Department, Mr. E. D. C. Wolfe, was in Court, and also Mr. J. T. Stoddart Kennedy, manager of the Tramway Co.

Inspector Allen, of the Sanitary Department, stated that at 6.45 a.m. on the 17th instant he saw defendant cleaning the grooves of the tramway line at the junction of Cleverly Street and Connaught Road West. Witness noticed that defendant intended to leave the grease and oil from the line on the street. As he was leaving the inspector called him back, told him in Chinese to get a broom and sweep up the refuse he had left on the road. He got a broom, but left most of the refuse there. Witness again told him to clear up properly, but he would not do so. He only smiled. In consequence the coolie was given in charge. Before this occurrence the streets had been swept by the contractor's coolies. On a wet day a man riding along on his bicycle and running into this rubbish stood a good chance of being thrown off. A richie coolie was liable to slip as well and capsize his fare.

No questions being asked,

The CHAIRMAN proposed with your permission taking the report and account as read. Keeping in view the keen competition and general depression in trade, I trust you will consider the result of the year's working as satisfactory. I do not think the accounts call for explanation. The stock as usual has been very carefully taken and checked, and due allowance made for depreciation. I would mention that the amalgamation of Bell's Asbestos Co., Ltd., London, with the United Asbestos Co., Ltd., London, has resulted in order to eliminate competition, in the division of territory in the Far East between the Bell's Asbestos Eastern Agency, Ltd., and the United Asbestos Oriental Agency, Ltd., whereby the latter Company became the sole representatives for Bell's United Asbestos Co., London, in Hongkong and South China, and I am hoping that this arrangement will lead to increased profits in the future.

No questions being asked,

The CHAIRMAN proposed the adoption of the report, which was seconded by Mr. Ellis and carried.

On the motion of the CHAIRMAN, seconded by Mr. Ellis, Mr. W. Hutton Potts was re-elected auditor.

The CHAIRMAN—Gentlemen, that is all the business. Dividend warrants can be had on application.

COMPANY MEETING.

UNITED ASBESTOS ORIENTAL
AGENCY.

The annual meeting of shareholders in the United Asbestos Oriental Agency, Limited, was held yesterday afternoon at the offices of Messrs. Dodwell & Co. Mr. G. H. Macduff presided, and the others present were: Messrs. G. R. Edwards (secretary) and Mr. T. Ellis.

The notice convening the meeting having been read,

The CHAIRMAN said—I propose with your permission taking the report and account as read. Keeping in view the keen competition and general depression in trade, I trust you will consider the result of the year's working as satisfactory. I do not think the accounts call for explanation. The stock as usual has been very carefully taken and checked, and due allowance made for depreciation. I would mention that the amalgamation of Bell's Asbestos Eastern Agency, Ltd., and the United Asbestos Oriental Agency, Ltd., whereby the latter Company became the sole representatives for Bell's United Asbestos Co., London, in Hongkong and South China, and I am hoping that this arrangement will lead to increased profits in the future.

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The CHAIRMAN—Gentlemen, that is all the business. Dividend warrants can be had on application.

SAILORS IN TROUBLE.

At the Marine Magistrate's Court yesterday, before Commander Basil Taylor, R.N., Marine Magistrate, Captain S. Watt, of the sailing ship *Dromella*, proceeded against seamen Patrick O'Connor and Robert Stuart for deserting the ship while at Amboina in the East Indies on May 18th, and for embezzling ship's stores while at Monaco on July 8th.

Prosecutor tendered evidence as to the desertion, the subsequent finding of the men, and their being forwarded, by steamer to Macassar, where they rejoined the ship.

As entries in the ship's log disclosed the fact that the defendants had already been fined for this offence, His Worship dismissed the charge.

On the charge of embezzlement the captain informed the Court that 200 lbs of white lead and 120 lbs. of white zinc was missed from the paint locker while the vessel was at Monaco. The matter was reported to the police, who found the paint in a Chinese ship chandler's store. The Chinese was taken aboard and pointed out the defendants as the men from whom he had obtained the paint. The same afternoon the defendants confessed to him in cabin, stating that they took the paint sailors in a native boat, thinking that the ship chandler would be a likely purchaser.

Defendants gave the Court the same explanation of their conduct. Their object in taking the paint was to get away from the ship, on which they were the only Britons, and where they had been treated properly. The Chinese ship chandler went off to the ship, asked them to get the paint, and did not pay anything for it.

His Worship sentenced each defendant to fourteen days' imprisonment with hard labour.

TWO TYPHOONS.

The Colony was again under the influence of the typhoon yesterday. When morning broke it was discovered that the number of steamers which had sought shelter in Kowloon Bay had increased. These included some of the Canton River fleet, as well as the *Ruby*. Rain fell at intervals throughout the day, but the wind did not rise to any great force. By noon the signals were changed, the drum being taken down, but the cone remaining, indication that the typhoon was south of the Colony. As usual business on the harbour was at a standstill and it was also interrupted to some extent on shore.

The following was received yesterday at the American Consulate-General from the Manila Observatory:—Manila, August 31st, 11.15 a.m. (1) Cyclone or typhoon over North China Sea moving west; (2) cyclone or typhoon south-east of Naha moving north-west.

The following typhoon warning was received at the American Consulate-General at 7 p.m. last night—Cyclone or typhoon south west of Naha moving W.N.W.

WEATHER REPORT.

The Hongkong Observatory yesterday issued the following report:—

On the 31st at 10.30 a.m.—Black South China Sea hoisted.

At 11.40 a.m.—The barometer has fallen quickly in the neighbourhood of Hongkong, and risen slightly in Formosa.

The typhoon, which is moving Westwards, is situated about 70 miles to the S.E. of Hongkong. It will probably pass near Gap Rock.

Pressure has given way rapidly over the Loochoon owing to the approach of another typhoon from the S.E. A depression is also approaching N. China from the Westward.

Pressure remains high over the Pacific to the Eastward of the Bonins.

Bad weather may be expected over the northern shores of the China Sea.

SUPREME COURT.

Wednesday, August 31st.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR FRANCIS DUGGOTT
(CHIEF JUSTICE).

A PROBLEM IN CHINESE PARTNERSHIP.

Judgment was delivered in the action brought by the I On Marine and Fire Insurance Company against Hu Fung for \$6,162.50, alleged to be money lent and interest. A point in the case was whether defendant was a partner in a certain firm for whom he alleged he acted. The defendant said he was a salesman, and the inference, said his Lordship, to be drawn was that he could not have signed as partner. But his conduct went to show that he was more than salesman: he was occasionally in charge and he signed this document (promissory note) when in charge. The evidence was far too unsatisfactory for him to believe that it was all true. It did not carry plaintiff's case. In conclusion he referred to a question of law which was far too important not only to the defendant and to the Chinese of the Colony for him to decide without hearing argument. A Chinese partner or sole owner of a firm died and his family inherited his property, and the firm was carried on by the executor or some other person on behalf of the family. Were the members of the family, owners of the property so carried on, partners by English law? Either party might move for judgment on the facts as found.

Mr. Potter—I move for judgment.

His Lordship—I must have the facts argued.

THE LAW OF INTEREST.

The action in which the Imperial Bank of China was plaintiff and Leung Shiu Kong defendant, was mentioned by his Lordship, who said that the difficulty was with regard to estoppel. The argument was that the respondent's conduct up to the time that the money ought to have been paid confirmed the view which appellants took of the law as to interest. The difficulty was that the time had elapsed when the order ought to have been complied with, and the respondent went on endeavouring to get the interest paid on his costs. If that interest had been paid they would not have assented to the interim order for leave to appeal being made absolute. His Lordship confessed that he had some doubt as to whether that was possible. That point must be made clear.

Mr. Slade argued that his clients could not waive, even if they intended, their right to interest.

Mr. Alabaster said the other side had waived and could waive their right to interest.

The matter was not pursued further.

MITCHELL v. LEMM.

His Lordship said there was one point in this case which was still open, and it could be mentioned on Monday when the Full Court sat. It was whether respondent—whether execution stayed, or the opposite. The order was open as they left it. Meanwhile there was a judgment in Chambers, and if any action was desired to be taken on that judgment it would have to come up on that date. Mr. Slade said he had not seen the judgment.

His Lordship thought any action taken on that should come up later and then the Court should deal with it. The respondent has to decide whether he wants it stayed or not. It should come on after the *habeas corpus* action.

[BEFORE THE FULL COURT.]

A PRELIMINARY APPLICATION.

In the appeal by Ng Tak Tong against the decision in the action which he brought against Wong Cheung Cho, Mr. Potter, who appeared for the respondent, asked that the case be dismissed for want of prosecution.

Mr. Slade took a preliminary objection, but their Lordships decided first to hear the facts from Mr. Potter.

Mr. Potter stated that the appeal of the plaintiff was from the decision of the Chief Justice. On the 4th July last the appellant was ordered to give security and on the 13th July the appeal came on for hearing. The appellant did not then find security and Counsel asked that the case be dismissed. It was brought before their Lordships notice that the appellant had not put up the security, and it was stated that the man was in Singapore trying to raise the money their Lordships gave him a month in which to get the money. The Court said the matter might be mentioned in Chambers.

Mr. Slade said that was his objection. The matter should have been mentioned in Chambers, instead of making them incur the costs of Counsel when they were prepared with sureties.

Mr. Potter replied that the sureties were not satisfactory to the Registrar. The Registrar had refused to accept one.

Mr. Slade said that two sureties were not necessary.

Mr. Potter replied that they were entitled to two.

The Chief Justice remarked that the proper course was to have raised the question in Chambers.

Mr. Potter said that security had not been given.

The Chief Justice stated that objection had been taken. He could deal with that point.

Mr. Potter said that the plaintiff had not put up security, and the only process left to Counsel was to ask for the action to be dismissed for want of prosecution.

The Chief Justice did not think it was a case to be dismissed for want of prosecution. The matter should have been mentioned in Chambers. His note was, "case to be mentioned and fix a day in one month on original summons if necessary."

Mr. Potter said there could be no hearing unless the security were forthcoming.

After some discussion on the subject of the security and the Registrar having been called to explain to their Lordships, that he had asked for two sureties, the Chief Justice said the application was premature. The matter should have been mentioned in Chambers and a day fixed for the hearing.

Mr. Potter added that he did not understand the order in that way. Would their Lordships allow the matter to stand over.

The Chief Justice pointed out that the question of security was still before the Registrar. There is still time.

Mr. Potter wanted to know where was the limit to be.

The Chief Justice did not think there would be any difficulty. He thought they should try to take the case before the vacation. They must dismiss that application with costs.

Mr. Potter asked that it should not be dismissed with costs. They had not got a penny out of this case.

The Chief Justice replied that it would be costs of Court. Security to the satisfaction of the Registrar must be found by September 10th.

Mr. Potter said if that was not done he would ask their Lordships to dismiss the case.

Mr. Slade said he would consent to that.

The order was made accordingly.

LAI CHI CHIN AGAIN.

Re Tang Wong Shui, Lai Chi Chin, Mr. Slade moved for an order that the verdict obtained in the issue to determine whether Lai Chi Chin was a partner in the Chuen Hing Steamship Company, late of 53, Bonham Strand, tried before the Chief Justice and common jury, be set aside on the ground that the verdict was against the weight of evidence.

Mr. Slade said this was an application for a new trial, and the ground of the application was the verdict, which was a bare majority verdict, was against the weight of evidence. The majority was four to three. Counsel then dealt with the subject of juries at home and unanimous verdicts, and had not concluded his address when the Court adjourned.

LEGISLATIVE COUNCIL.

A meeting of the Legislative Council is called for this afternoon.

The Hon. Mr. M. Stewart has given notice of his intention to ask the following questions:

1. Is it the case that, on the 16th instant, a respectable Chinese, in possession of a small quantity of a certain medicated malt extract, was arrested, and taken to the Harbour Office, and there detained until the importing firm, from whom he had purchased it, was able to produce a letter from the Superintendent of Imports and Exports, saying that the said extract was not dangerous?

2. Will the Government direct that all revenue officers armed with powers of arrest shall be kept informed of the decisions of the Superintendent of Imports and Exports as to what liquors are dutiable and what are not?

3. Will the Government direct that in the event of any new decision to impose duty, or in case of a decision to exempt being reversed, commitments entered into previously shall be unaffected?

The orders of the day are:

First reading of a Bill entitled, "An Ordinance to provide for the formation of a Volunteer Reserve."

First reading of a Bill entitled, "An Ordinance to amend the Pharmacy Amendment Ordinance, 1910."

First reading of a Bill entitled, "An Ordinance to amend the Malicious Damage Amendment Ordinance, 1910."

First reading of a Bill entitled, "An Ordinance to further amend the Law relating to Dangerous Goods."

Second reading of the Bill entitled, "An Ordinance to amend the Magistrates Amendment Ordinance, 1903."

Second reading of the Bill entitled, "An Ordinance to secure the better training of Midwives and to regulate their practice."

Second reading of the Bill entitled, "An Ordinance to amend the Tramway Ordinance, 1902."

* Will not be proceeded with at this meeting.

DOUBLE INCOME-TAX.

A GRIEVANCE DISCUSSED WITH MR. LLOYD-GEORGE.

A deputation from public companies whose head offices are in England but whose enterprises are wholly carried on in British possessions abroad waited upon the Chancellor of the Exchequer recently to lay before him the question of the double payment of Income-tax by shareholders.

Sir Edward Sassoon, who introduced the deputation, said they represented joint stock companies with shareholders and debenture capital of something like £25,000,000. They were desirous of laying before the Chancellor the grievances of the shareholders in respect of the liability for the payment of Income-tax both in this country and in the possession in which the enterprises were carried on. When the results of the Finance Act of last year came home to people it would be increasingly difficult to acquire capital in this country for enterprises abroad.

Mr. Lloyd-George said this was an old grievance, which had been raised annually. There might be, he suggested, some arrangement between the countries concerned, but until there was some such arrangement the Mother-country could not be called upon to surrender the tax. When the greater proportion of the capital was obtained from this country, Great Britain must, at any rate, get some share of taxation for the protection of the Empire. At the same time, he thought it hard that the British investor who financed the undertakings through which the Colonies thrived should be called upon to pay a double tax, and he promised to take the matter into consideration if there were an opportunity. He suggested that the Imperial Conference might afford such an opportunity.

NOTES FROM JAPAN.

FROM OUR OWN CORRESPONDENT.

TOKYO, August 14th.

THE GREAT FLOODS.

The flood of 1910 will prove memorable in the history of this country, and accustomed as the people are to inundations, there is ample evidence that both Press and public have lost their old-time indifference, amounting to fatalism, and are in a mood to demand protection against a scourge which hitherto has been accepted as one of the necessary evils of life. It is clear to the enlightened Japanese of to-day that the appalling condition of one-quarter of the city of Tokyo at the present moment is the result of neglect of the most ordinary precautions—the result of years of neglect, which is now being most severely felt by 500,000 people of this city, many of whom are in a starving condition and all of whom are for the time being refugees without a decent shelter.

PROFITING BY EXPERIENCE.

In reflecting upon the present helpless condition of some millions of people throughout Japan, the result of inundations, and the little that has been done in the past with a view to self-protection against a visitation which is almost as sure to arrive as the hot season, the position of Holland to-day offers itself as a comparison of the characters of two peoples. The low-lying situation of Holland exposed the country to dangers which the people for their own preservation had to guard against, and the consequence of steady industry and intelligence in a prosperous country efficiently protected from the ravages of the sea. The Hollander's experience has produced a race of engineers who will always be able to preserve their country against its greatest enemy. Japan has suffered infinitely more from the ravages of rivers, but the Japanese have not profited by their experience. Had they not been so prone in the past to the fatalistic view of things, the shikataganai spirit, they would have guarded their country and utilized the tremendous flow of water which takes place every year after the rains, instead of allowing it to take its own course and spread destruction far and wide.

THE SITUATION OF TOKYO.

There is no other city in Japan which is so exposed to these annual floods as Tokyo. The surrounding country for a radius of thirty miles is practically flat, and traversed by several rivers, which are nearly dry for a great part of the year in the summer season, and attain formidable proportions. At the present moment the country between Tokyo and Yokohama is under water as a result of the bursting of the banks of the Tama River, but the damage done here is insignificant compared to that to the north of the city. Fifteen miles beyond the northern limits of Tokyo is the Tone River, now full to overflowing. Here it is about three times as wide as the Thames at London Bridge, and its bed, owing to the silting up of gravel from the mountains, is on a level with the surrounding country. The river is confined by embankments of great thickness, but already these have given way in places, and the water is rushing over the intervening plain towards the city and so adding to the fury of the floods. But the great danger anticipated from the Tonegawa lies at a point 15 miles due North of Tokyo, where the river is held up by what is called the Gongendo embankment and sluice. This is being watched anxiously through day and night. Were it to give way the whole volume of the Tone would be diverted and carried right over the low-lying parts of Tokyo, destroying everything in its path. One of the tributaries of the Tone runs through the city, and there are besides several other rivers all of which are now above their embankments. The authorities are helpless. They can only await the time when the water will abate, and are now engaged with the aid of the troops in distributing relief.

THE REMEDY.

I need not detail the scenes of misery inseparably connected with such a visitation. The poor are the sufferers and those high in authority are the guilty parties. It must be remembered that Japan is not inexperienced in the matter of floods, which cause more damage yearly than all the earthquakes and fires put together. And it is strange that while the country is so advanced in the study of the cause and remedy for earthquakes, there should be no national movement for the prevention of floods—which involves merely labour—whose causes are apparent to all. In skilful hands the conservation of rivers could actually be made a productive enterprise. The shallow beds, filled with the gravel of centuries so that in the course of time the bed of the river has risen above the level of the surrounding country, could be deepened, the embankments strengthened, and land reclaimed with the excavated material.

The gravest feature of these troubles is the growing disposition of the men to reject the advice of the leaders. There are indications of trade movements for getting out of the hands of the organisations which have hitherto controlled and directed them.

GENERAL NEWS BY TELEGRAPH.

THE TURE.

London, August 10th.

The jockey Plant was thrown while riding Blackstone at Kempton Park and seriously injured.

The latest betting on the St. Leger is 3 to 1 against Lemberg, 5 to 1 against Greenock, 11 to 2 against Swayford, 10 to 1 against Charles O'Malley, 100 to 8 against Rose Drop and Winkipp, and 20 to 1 against Bronze.

London, August 16th.

The following is the latest betting on the St. Leger:—11 to 4 against Lemberg, 7 to 2 Neil Gow, 7 to 1 Swayford, 7 to 1 Greenock, 10 to 1 Charles O'Malley.

OLD AGE PENSIONS.

London, August 12th.

Mr. Lloyd George, speaking at Bodnant, Wales, referring to old age pensions, said he hoped within the year to introduce a scheme to provide for persons who broke down before reaching the pensionable age. They must settle with the House of Lords before they could take effect.

THE GOVERNMENT AND THE BRUSSELS FAIR.

London, August 18th.

Reuter wires from Copenhagen that the Polar Sea yacht *Laura* reports that the explorer Mikkelsen's expedition ship *Aleksander* sank last winter. The crew were saved and wintered on Shannon Island. They will be taken off in the motor-boat of the polar yacht.

THE WORLD'S SCULLING CHAMPIONSHIP.

London, August 18th.

Reuter wires from Copenhagen that the Civil Court has granted the application of the British Government for the appointment of experts to take an inventory of the value of the British exhibits and ascertain the causes of the disaster.

The Belgian Government and the Exhibition Company opposed the application, contending that it was a matter for the Consular Courts.

DEFENCES OF AUSTRALIA.

London, August 18th.

Reuter wires from Copenhagen that the Civil Court has granted the application of the British Government for the appointment of experts to take an inventory of the value of the British exhibits and ascertain the causes of the disaster.

THE FESTIVAL OF EMPIRE.

London, August 13th.

Active preparations are being resumed for the Festival of Empire in 1911. The arrangements are on an even more elaborate scale than previously, and strenuous efforts are being made to render the festival fitting for Coronation year, when so many from the overseas Dominions will be visiting England.

A scheme supported by the High Commission is being carried out to erect models of the Parliament buildings of the Dominions, two-thirds of the actual size, in which the colonial exhibits will be housed.

THE TEETOTAL WARSHIP FOR CANADA.

London, August 19th.

The cruiser *Rainbow* has sailed from Portsmouth for Esquimalt to act as a training ship for the Canadian Navy. It is manned by a volunteer crew, with staff instructors. The capes are inscribed "H. M. C. S." The grotto tub has been abolished and it is the first teetotal warship to leave England. Special allowances and luxuries, however, are provided.

NOT OUT BUT RETIRES.

London, August 19th.

The Daily Mail correspondent at New York telegraphs that the wheat and cotton king, Patton, has definitely retired from the Stock Exchange.

ZEPPELIN TOURS.

London, August 23rd.

The Zeppelin airship "Baden Baden" has started a service of tours to-day.

THE EMPIRE'S NEEDS.

MR. BALFOUR'S PLEA FOR COLONIAL PREFERENCE.

In view of the Colonial Conference next year, Mr. Balfour last month raised a discussion on Colonial Preference in the House of Commons.

The Gallery representative of the Daily Graph writes as follows:

It is long since

NOTICE.

Communications respecting Advertisements, Subscriptions, Printing, Binding, &c., should be addressed to DAILY PRESS only, and special business matter THE MANAGER. Advertisements and Subscriptions which are not ordered "for a fixed period will be continued until countermanded. Orders for extra copies of DAILY PRESS should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box 33. Telephone No. 12. Telegraphic Address: PRESS Codes: A.B.C. 5th Ed. Lieber's.

NEW ADVERTISEMENTS

HONGKONG CLUB.

NOTICE.

THE EIGHTEENTH HALF-YEALY DRAWING OF SIXTY-FIVE DEBENTURES (1896 issue) of the Hongkong Club, Payable on FRIDAY, the 30th Sept. 1910, will be held at the Club House at 11 o'clock a.m., on SATURDAY, the 17th September, 1910. Bearers of Debentures are invited to attend the Drawing.

By Order, JAMES CRAIK,
Secretary.
Hongkong, 1st September, 1910. [1006]

PEAK TRAMWAYS COMPANY, LTD.

NOTICE.

FOR the purpose of renewing some parts of the haulage machinery the Service of Cars will be suspended from 8 P.M. on SATURDAY, the 10th inst., till 8 A.M. on MONDAY, the 12th inst. JOHN D. HUMPHREYS & SON, General Managers. Hongkong, 1st September, 1910. [1007]

IN THE MATTER OF THE SUN SHING Firm, No. 90, Queen's Road Central, Victoria, Hongkong.

NOTICE IS HEREBY GIVEN that an INTERIM DIVIDEND is about to be declared by the undersigned in respect of the debts due from the above-named SUN SHING Firm.

Creditors of the said Firm are hereby requested to send in their Claims to the Undersigned on or before the 8th day of September, 1910.

No claims will be recognised after the said 8th day of September, 1910.

Dated the 8th day of August, 1910.

J. HENNESSY SETH,
Receiver,
No. 4, Ice House Street, Hongkong.

[1008] No. 4, Ice House Street, Hongkong.

SOCIETE DES PULPES ET PAPETERIES DU TONKIN.

NOTICE IS HEREBY GIVEN that a First Call of Dollars Ten (\$10) HAIPHONG CURRENCY—Dollars Ten and Cents Twenty-five (\$10.25) HONGKONG CURRENCY—Ten Share will be made on the Preferred Shares of the above Company on the 1st October, 1910.

Payment must be made to the HONGKONG AND SHANGHAI BANKING CORPORATION, The BANQUE DE L'INDO-CHINE, or to the INTERNATIONAL BANKING CORPORATION between SATURDAY, the 1st, and SATURDAY, the 8th October, 1910.

The Provisions Certificates may be sent to Messrs. LOWE, BINGHAM & MATTHEWS, St. George's Building, for endorsement after payment has been made, or surrender of the Banker's Receipts. Interest at the rate of 7 per cent. per annum will be charged on all unpaid calls after the 8th October, 1910.

For the Board of Directors,

T. F. HOUGH,
Chairman,
Hongkong General Purposes Committee.

Hongkong, 1st September, 1910. [1009]

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer
"DELTA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

This vessel brings on Cargo:—

From London, &c. ex s.s. "China," "Sardinia" and "Himalaya" (Bales of Paper).

From Australia ex s.s. "Macdonald." From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 6th Sept., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignee's and the Company's representatives at an appointed hour. All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized. No claims will be admitted after the goods have left the Godowns.

E. A. HEWETT,
Superintendent,
Hongkong, 31st August, 1910. [1010]

WANTED all kinds of GUTS,
especially CHIN HOG CASINGS.

Agents also may communicate to—

SEIGNUND COHN,
HAMBURG 15,
(Germany).

[993]

SINGON & Co.

IRON, Steel, Metal and Hardware Merchants. Wholesale and Retail Ironmongers, Pig Iron and Foundry Coke Importers. General Stores and Shipkeepers. Nos. 35 & 37, Hing Loon Street, (2nd St. west of Central Market). Telephone No. 515. [496]

PUBLIC COMPANIES

GREEN ISLAND CEMENT CO., LTD.

A N INTERIM DIVIDEND of FIFTEEN CENTS per Share for the Six Months ending 30th June, 1910, will be payable on the 12th day of September, 1910, on which date Dividend Warrants may be obtained on application at the Company's Office.

The TRANSFER BOOKS of the Company will be CLOSED from the 1st to the 12th day of September, 1910, both days inclusive.

SHEWAN, TOWES & CO.,
General Managers,
Hongkong, 25th August, 1910. [1900]

THE HONGKONG AND MANILA YUEN SHENG EXCHANGE AND TRADING COMPANY, LIMITED.

NOTICE IS HEREBY GIVEN that at a MEETING of the Directors of this Company, held at No. 64, Bonham Strand West, Victoria, Hongkong, on THURSDAY, the 4th day of August, 1910, a call of Twenty-five Dollars (\$25.00) Hongkong Currency per share was made on all Shares of the above Company and it was determined that such call should be paid on or before MONDAY, the 17th day of October, 1910, to the undersigned.

LEUNG KIN ON, Director of the Company, at the Registered Office of the Company, No. 64, Bonham Strand West, aforesaid. In default of payment interest at the rate of 1.50 per centum per messem will be charged from the 17th day of October, 1910, until the said call is actually paid as provided in Article No. 25 of the Articles of Association.

By Order of the Board of Directors.

LEUNG KIN ON,
General Manager.
Hongkong, 15th August, 1910. [942]

THE HASTINGS SHINGLE MANUFACTURING CO., LTD.

BRITISH CANADIAN LUMBER CO. LTD.

VANCOUVER LUMBER CO., LTD.

ORIENTAL REPRESENTATIVE:

P. KEITH MACKEDIE,

THIRD FLOOR,

HOTEL MANSIONS,

HONGKONG.

NOW OFFERING

BRITISH COLUMBIA

FIR LUMBER

IN ALL SIZES, LENGTHS, AND GRADES.

Hongkong, 26th August, 1910. [982]

VIENNA CAFE CO. (1910) LIMITED (RECONSTRUCTED).

QUEEN'S ROAD CENTRAL, (Opposite Post Office)

A FIRST CLASS RESTAURANT

(TABLE D'HOTE OR A LA CARTE)

AFTERNOON TEAS, ICES, LIGHT REFRESHMENTS.

SPECIALLY SELECTED BRANDS OF WINES, SPIRITS, BEERS, &c.

AN EXTENSIVE MODERN BAKERY.

A FRENCH CHEF.

Hongkong, 23rd July, 1910. [974]

THOUSANDS OF DOLLARS ARE SAVED BY THE EXPENDITURE OF AS MANY CENTS

By the Use of

SOLIGNUM.

the Wood and Brickwork Preservative which really does what is claimed for it. IT IS ABSOLUTE DEATH TO THE WHITE ANT.

Extensively used by the British Government at Home and Abroad, by H.M. War Department at Hongkong, the Imperial Maritime Customs and all large local concerns.

Prospective samples and all information from the General Agents.

SIEMSEN & CO. (Machinery Dept.), Hongkong.

[748]

NEW CARTRIDGES.

BY popular English Manufacturers. In all Bore and Sizes.

SMOKELESS POWDERS and CHILLED SHOTS.

From No. 10 to SSG. at \$6.37 and

\$7.50 per 100, SPORTING REQUISITES and AIR GUNS in Variety.

Inspection Invited.

WM. SCHMIDT & Co.

Hongkong, 26th October, 1906. [545]

WANTED all kinds of GUTS, especially CHIN HOG CASINGS.

Agents also may communicate to—

SEIGNUND COHN,

HAMBURG 15,

(Germany).

[993]

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SEIGNUND COHN,

WOMEN AND THEIR POSSIBILITIES.

A witty French writer has said, "When a man has climbed step by step up a flight of stairs, he is sure to find a woman at the top." Now that is the sort of pride that gives women a "grind conceit of theirs," as the Scotch say, and often helps them through days which would be otherwise dark and dreary.

Of course it is only repeating a truism to say that nowadays women are coming more and more to the front, and, showily it may be, to none the less surely, they are beginning to realize their responsibilities and also their possibilities. More particularly I am glad to see that women of the artisan class are showing a deeper and more increasing interest in politics, in religion of a practical nature, in social and industrial subjects, in questions more peculiarly affecting the welfare of their own sex. What this quiet, steady, but relentless evolution may mean to future generations no one can with certainty foretell.

EVERY MAN AND—THE WOMAN.

Personally, I have always been a firm believer in the immense possibilities of women as a sex. Years ago I came across the following quaint verse, which has ever since permeated my ideas of women:

They talk about a woman's sphere as though it had a limit.
There's not a place on earth or heaven,
not a task to mankind given,
Not a blessing or a woe; not a whisper,
yes or no;
Not a life or death, or birth
that has a feather's weight of worth,
Without a woman in it.

However, in spite of this very pataf fact the average "lord of creation" is still apt to declare in his usual dogmatic style, "Oh, indeed, and what can women know or care about important questions? They have no brains for such things!" Whenever I hear this argument used I always feel inclined to retort in the famous words of Mrs. Foyner, "I don't deny the women are foolish. God Almighty made 'em to match the men."

No, women must and will realize the dignity of their womanhood, that they are of quite as much value to the State as men, and that their views and opinions have as much right to careful consideration as those of the opposite sex. For instance, more and more women are taking a practical share in politics. More and more, too, are women interesting themselves in the great labour movement of the day, and, among other things, they are looking into sweat industries, and the methods of the abominable white slave traffic.

Somehow or other it has been customary for the world at large to sneer at woman's work, as though it were necessarily an inferior quality to man's. This is a mistake still made in certain quarters. The late Miss Frances Willard once said that if there had been any particular honour attached to domestic drudgery man would have usurped that sphere of woman's labour ages ago. Then again, Olive Schreiner says: "It is delightful to be a woman, but every man thinks the Lord devoutly that he isn't one."

I wish all working women would fully recognise their own importance in the world of labour. They should look on all honest work as an honour, not as a degradation. They should believe that so long as they do their duty as wives and mothers, carefully and conscientiously, no man, be he ever so gifted or skillful or clever, can do more. In this way the sphere of working women's usefulness will be widened and deepened, and from thinking that whatever work they do will not matter in the long run, they will come to look on work—even the most trivial—as being necessary to the well-being of the country, nay, even of the Empire itself.

Again, the notion that only men are needed as citizens has long been exploded. Women citizens are needed quite as much as men, even more so in particular cases. It would be a decided gain to the country at large if all women would interest themselves in all questions touching the welfare of their native town or village. The feeding of necessitous children, the temperance problem, licensing laws, better housing of the poor, the education question, all these come in the category of citizenship.

WORKING WOMEN AND CULTURE.

With regard to the ever-burning question of votes for women, a clever reply of Mme. de Staél will bear quoting: "I have no taste," said the great Napoleon, in talking to her, "for women who meddle in politics." "You may perhaps be right," replied Mme. de Staél, "but since people have taken the freedom to cut off their heads on account of politics they ought at least to be allowed to understand why."

In dealing with religious questions I hope women will never show the bigotry and intolerance which men have shown in the past. Women should keep the words of Eli Wheeler Wilcox well in mind:

So many gods, so many creeds,

So many paths that wind and wind.

While just the art of being kind.

Is all this sad world needs.

No good can ever come setting sex against sex. That would simply mean a sex war, and would be entirely detrimental to progress of the best kind. Women must help each other, and men and women must co-operate in all questions touching the betterment of the race.

"Working women have no self-culture" does someone say? True, it is very little they possess. But what is mainly the reason? From a long personal acquaintance of working women, I know well that even to-day the words of Mrs. Humphrey Ward are still sadly too true. "Working women have as much use for learning as a cow has for cloggs." Women are so enveloped in the drudgery of everyday life that there is absolutely no time left for anything approaching self-culture. They are so busy in earning the bare necessities of their daily existence that they have no leisure for reading or even for thinking. This is not as it should be; but as I firmly believe it will be in the future.

Not long ago Miss B. L. Hatchins told the Royal Statistical Society that close upon 4,000,000 women are engaged in earning their own living. It fairly takes one's breath away to think of such an enormous number of women, and when one further realizes that at the last census there were over 16,000,000 women and female children in the United Kingdom it makes one gasp. However, facts are stubborn things, and must be faced.

CAUSES OF FAILURE.

To sum up in the eloquent words of Charles Kingsley: "One principal cause of the failure of so many magnificent schemes, social, political, religious, which have followed each other age after age has been this: that in almost every case they have ignored the rights and powers of one-half the human race, viz., Women. I believe that policies will not go right, that society will not go right, that nothing human will ever go right except in so far as woman goes right; and to make woman go right she must be put in her place, and she must have her rights."

If we are to progress on right lines, it must be the duty of every thinking, intelligent woman to help in putting women in their right place, not to quote John Stuart Mill, "As an act of charity or generosity, but as an act of simple justice." —F. E. M. in the *Daily Chronicle*.

EXPLORING BORNEO.

PROSPECTS OF FINDING LARGE OIL DEPOSITS.

The ordinary general meeting of the British Borneo Exploration Company has been held at the offices, St. Swithin's-lane, London. Mr. Edmund Davis, who presided, stated that at the end of the balance sheet—February 28 last—the cash was £10,368, including £9,415 in London, which now stood at about £7,000, though this should shortly be increased by the amount of the proceeds from plant sold. They were all aware of the large extent of the territory over which the company controlled certain mineral rights, though, for the present, results had been again most disappointing. Work had been practically confined to the development of the Karang copper deposit. Upon the return of the manager to Borneo arrangements were made for a better supply of native labour, and this, he anticipated, should ensure better progress in the future. By the mail received a few days ago Mr. Clarke stated, under date the 2nd ult., that up to the time he had a much more favourable aspect that it had when he left for England in August last. Their oil rights had been ceded to a syndicate now known as the British Borneo and Burma Petroleum Syndicate, which during the past few months had taken up a large tract of land on the west coast of Borneo. He saw from the chairman's speech at the meeting of the British North Borneo Company last week that recent discoveries in Sarawak, south of the British North Borneo Company's territory, might have an important bearing on the prospects of finding large oil deposits on the west coast of Borneo, there being indications that the deposits in Sarawak were a direct continuation of the oil-bearing anticline on which the syndicate was now working. It was satisfactory to note that, so far, the work of the company had proved that British North Borneo was a mineralized country, and, therefore, in time they should make some discoveries which might prove to be of value. The company might have to be reconstructed when their cash resources were exhausted, but should they do so, he trusted that it might be possible to formulate a scheme whereby the shareholders would be under no obligation to provide additional funds in order to retain an interest in the undertaking. The company had mineral rights over about 31,000 square miles in a mineralized country, and the non-discovery of anything of proved value to date should in no way discourage those who were members of the company. Mr. E. W. Jansen seconded the motion, which was carried unanimously.

ARMOUR FOR AIRMEN.

MR. RUDYARD KIPLING'S INGENIOUS SUGGESTIONS.

The series of accidents to airmen that has marked the opening of the third season of practical aviation naturally causes one to wonder whether there is not something to be done that will make aeroplaning a less hazardous pursuit. The craft itself, of course, is improved day by day, and consequently the risk is automatically reduced, but an immediate remedy for the dangers of aviation is required. Mr. Rudyard Kipling offers some interesting suggestions as to how this may be done in the current number of "The Car, Illustrated," and supplements his remarks by sketches. He suggests that for protection in the case of accident airmen should wear a helmet of rubber, inflated on the crown of the head, and round the back and over the collarbones—the whole need not be much heavier than a wickerwork single-skin mask. What you want is the singleness of the neck against a backward or forward wrench. The height of the padding on the shoulders ought to cushion off the worst of a sideways wrench, and the rubber, being moderately thick, acts as a slight protection against bits of broken stays and things.

But the main thing would be to give the spinal cord a chance not to be snapped, and to protect the dome of the head from fracture. You would have to make the rubber under the chin pretty thick, so that the head could be driven down on to them without too much harm.

It looks to me as if the head, neck, and shoulder bones being vital, could be given some sort of protection. If only for that fraction of a second which turns an irrevocable smash into nothing worse than a horrid jar.

Mr. Kipling's ideas seem to be sound so far as they go, but the question arises as to how any form of pneumatic protection would be efficient to prevent injury in such a terrible smash as that in which Mr. Rolls met his death.

Undoubtedly in the minor accidents a protection such as Mr. Kipling suggests would eliminate some risk, but it is to be feared that against such severe falls as those of M. Wachtel and Madame de la Roche at Rhine and of Mr. Rolls at Bournemouth the pneumatic armour would be practically ineffective.

SUFFERING MAN.

When hubby wakes,
Not feeling strong,
With head that aches,
And most things wrong.

In quick alarm,
He starts to rouse
From Morphée's arm,
His sleeping spouse.

Then, should she fail
To sympathise,
Or turn pale,
And anxious rise,

With what an air,
He turns aside!
What obvious care
His pain to hide!

Brave hero! He
Would scorn to keep
His tender she
From needed sleep!

But groans must break,
However concealed,
From lips that shake
And tongue that's peeled.

To "hub's" surprise
And voiced regret,
His wife will rise
And start to fret.

"'Tis nothing, dear,
A little fever."
Hub gets up here
And tries to leave her.

But wife knows
The sweet plan
To chase his woes
From suffering man.

She takes for cure,
Spite protest formal,
His temperature
And finds it normal!

MEN-OF-WAR ON THE CHINA AND JAPAN STATION.

BELFRITZ, despatch-boat, 700 tons, 4 guns, 2,000 h.p., Com. A. Lowndes, Nagasaki.

Astoria, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain E. B. Middle, Singapore.

Atlas, admiral tug, 615 tons, 1,400 h.p., Master, S. West, Hongkong.

Bedford, armoured cruiser, 9,800 tons, 1,400 h.p., 27,000, Capt. E. S. Fisherherber, admrs.

Bramble, gunboat, 710 tons, 900 h.p., Lt. Comdr. B. G. Washington, Hongkong.

Briton, gunboat, 710 tons, 900 h.p., Lt. Comdr. E. H. Donovan, Shanghai.

Cadmus, British sloop, 1,070 tons, 1,400 h.p., Lt. Comdr. H. L. Heard, Canton.

Charnis, water tank dredger, 390 tons, 1,400 h.p., Master, W. Smith, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nichols, Nagasaki.

Glo, British sloop, 1,070 tons, 1,400 h.p., Comdr. C. T. Borrett, Shanghai.

Fame, torpedo-boat destroyer, 340 tons, 6 guns, 5,700 h.p., Lt. Comdr. C. E. Lloyd Thomas, Hongkong.

Flora, 2nd class cruiser, 4,360 tons, 10 guns, 7,000 h.p., Captain J. Nichols, Nagasaki.

Handy, torpedo-boat destroyer 295 tons, 6 guns, 4,000 h.p., Lt. Comdr. B. J. D. Guy, V.C., Wotheawai.

Hart, torpedo-boat destroyer, 295 tons 5 guns, 4,000 h.p., Lt. Comdr. H. S. Moore, Nagasaki.

Janus, torpedo-boat destroyer, 320 tons, 6 guns, 3,900 h.p., Lt. Comdr. G. C. Heathcote, Weihaiwei.

Kent, armoured cruiser, 9,800 tons, 14 guns, 22,000, Capt. S. St. J. Farquhar, Nagasaki.

Kinash, river gunboat, 616 tons, 1,200 h.p., Lt. Comdr. T. J. S. Lyne, Yangtze.

Merlin, surveying ship, 1,070 tons, 6 guns, 1,400 h.p., Capt. F. C. Learmonth, Kudat, B. N. Borneo.

Minotaur, armoured cruiser, 9,800 tons, 14 guns, 22,000, Capt. S. St. J. Farquhar, Nagasaki.

Nightingale, river gunboat, 180 tons, 2 guns, 1,000 h.p., Lt. Comdr. G. P. Leitch, West River.

Nightingale, river gunboat, 85 tons, 240 h.p., Lt. Comdr. Claude Hillerdson-Woodward, R.N., Yangtze.

Otter, torpedo-boat destroyer, 385 tons, 6 guns, 6,300 h.p., Comdr. E. Stevenson, Nagasaki.

Robin, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. W. Lucas, Canton.

Sandpiper, river gunboat, 85 tons, 2 guns, 240 h.p., Lt. Comdr. E. J. J. B. Sculthorpe, Canton.

Snipe, river gunboat, 85 tons, 2 guns 240 h.p., Lt. Comdr. John Michael Barker, Yangtze.

Taku, torpedo boat destroyer, 305 tons, 1,400 h.p., Lt. Comdr. W. Barlow, R.N., Yangtze.

Tamar, receiving ship, 4,650 tons, 6 guns, Commodore Eyles, Hongkong.

Teal, river gunboat, 180 tons, 2 guns, 1,000 h.p., Lt. Comdr. E. J. Buchanan, Yangtze.

Thistle, gunboat, 710 tons, 900 h.p., Lt. Comdr. M. B. Baillie Hamilton, Yangtze.

Vigilant, torpedo-boat destroyer, 395 tons, 6 guns, 6,300 h.p., Lt. Comdr. G. E. Lloyd, Thomas, Hongkong.

Waterwitch, surveying ship, 620 tons, 450 h.p., Lt. Comdr. A. L. Hancock, Straits Settlements.

Whiting, torpedo-boat destroyer, 360 tons, 5 guns, 5,900 h.p., Lt. Comdr. G. B. Hartford, Hongkong.

Widgeon, gunboat, 195 tons, 2 guns, 300 h.p., Lt. Comdr. M. H. Wilding, Yangtze.

Woodcock, gunboat, 150 tons, 2 guns, 350 h.p., Lt. Comdr. G. F. A. Mulock, Yangtze.

AUSTRIAN.

Kaiserin Elisabeth, Austrian保护船, 4,000 h.p., Fragattkapitän "Oska" Hauss, Northern Waters.

Panther, third class cruiser, 1,530 tons, Freigattenkapitän Theodor Skerl Edl. von Schmidlein.

BRITISH.

Achiron, armoured gunboat, 1,830 tons, 9 guns, 1,700 h.p., Lt. Comdr. Bertrand, Saigon.

Algernon, 2nd class cruiser, 4,320 tons, 22 guns, 5,100 h.p., Commander Fournier, H'kong.

Alouette, gunboat, 506 tons, 7 guns, 40 h.p., Commander Badin, Saigon.

Argus, river gunboat, 18 tons, 6 guns, 570 h.p., Lt. Comdr. Andouard.

Baronnet, gunboat.

Cin-Cerro, gunboat, 140 tons, Reserve, Saigon.

Carouette, gunboat, 154 tons, R-serve, Saigon.

Dédalo, gunboat, 630 tons, 10 guns, 900 h.p., Lt. Comdr. de Linarte, Shanghai.

Dupleix, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.

Dressier, armoured cruiser, 7,578 tons, 26 guns, 17,000 h.p.

D'Therville, gunboat.

Eatox, gunboat, 141 tons

SHIPPING IN PORT.

AVERAGE MARKET PRICES.

STEAMERS

AMERICA, German str., 5,143, Delinst, 30th August—Hamburg 10th July, General—Hamburg-American Line.

APACAS, British str., 2,931, D. Thomas, 23rd August—Kobe and Moji 21st August, General and Coal—David Sasseon & Co.

ASA, American str., 2,936, H. Gunkroger, 23rd Aug.—San Francisco 26th July, General—P. M. S. S. Co.

BAEY IMMENDALE, British str., 2,139, D. M. Alister, 4th August—Moji 29th July, Coal—Bradley & Co.

BELLAWERS, British str., 1,250, H. W. Bee, 27th August—Yokohama 21st August, Ballast—Gibb, Livingston & Co.

CHINAN, British str., 1,150, W. L. Jones, 28th August—Shanghai 25th Aug., General—China Navigation Co.

CHIPIANO, British str., 1,129, F. Mooney, 26th August—Tientsin 19th, Chifoo 20th and Weihaiwei 21st August, General—Jardine, Matheson & Co.

CHIYUEN, Chinese str., 1,177, C. Stewart, 24th August—Shanghai 21st August, General—C. M. S. N. Co.

CHOSHUN MARU, Japanese str., 1,301, T. Yamaguchi, 23rd August—Shanghai and Swatow 27th Aug., General—Osaka Shosen Kaisha.

CHOWFA, German str., 1,055, F. Schmitz, 7th August—Bangkok 1st August, Timber and Rice—Norddeutscher Lloyd.

CHOYSAO, British str., 1,423, Courtney, 29th August—Shanghai via Swatow 23rd Aug., General—Jardine, Matheson & Co.

DIOMID, British str., 3,005, L. Harbord, 29th August—Foothow 27th August, General—Butterfield & Swire.

DRUPAR, Norwegian str., 1,102, A. Anerson, 27th August—Bau-kok via Swatow 26th August, General—C. S. S. N. Co.

GLAMORGANSHIRE, British str., 3,639, H. C. Norris, 30th Aug.—Singapore 24th Aug., General—Jardine, Matheson & Co.

HAIMUN, British str., 641, A. H. Stewart, 30th August—Swatow 29th August, General—Denglas, Lapraik & Co.

HAKATA MARU, Japanese str., 3,246, A. Mooker, 30th Aug.—Bomby 12th Aug., General—Nippon Yusen Kaisha.

HELENE, German str., 771, Bendixen, 30th August—Swatow 29th August, General—Johson & Co.

HUNAN, British str., 1,143, Benson, 20th Aug.—Saigon 16th August, Rice—Butterfield & Swire.

KAIFONG, British str., 287, J. Warrack, 30th August—Cuba 23rd August, General—Butterfield & Swire.

KIANG CHING, Chinese str., 1,002, Erisander, 22nd August—Hafpong 19th Aug., Coal—Chinese.

KUMANO MARU, Japanese str., 3,147, M. Winckler, 30th August—Yokohama 20th August, General—Nippon Yusen Kaisha.

KUMCHOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.

KWANGTAI, Chinese str., 1,536, E. H. Pratt, 25th August—Shanghai 25th August, General—General—Pilgrim, 29th Aug.—Swatow 26th August, General—Butterfield & Swire.

KEONGWAI, German str., 1,117, J. Kühler, 29th August—Bangkok 23rd August, Rice and General—Butterfield & Swire.

KIAO CHING, Chinese str., 1,002, Erisander, 22nd August—Hafpong 19th Aug., Coal—Chinese.

KUMANO MARU, Japanese str., 3,147, M. Winckler, 30th August—Yokohama 20th August, General—Nippon Yusen Kaisha.

KUMCHOW, British str., 1,460, J. D. Martin, 27th August—Saigon 23rd Aug., General—Ying Sang & Co.

LIEEMOON, German str., 1,223, v. Pilgrim, 30th August—Swatow 29th Aug., Ballast—Hamburg-American Line.

MARIE, German str., 1,169, Christianian, 29th August—Hoi-hou 23rd August, Pige and General—Jehan & Co.

NOED, British str., 1,185, F. J. Pryn, 9th Aug.—Shanghai via Foochow 1st August, Case Oil—Asiatic Petroleum & Co.

OMURO MARU, Japanese str., 1,780, Yamanishi, 17th August—Dairen 1st August, Coal—Mitsui Bussan Kaisha.

SIAM, British str., 995, Bims, 2nd August—Singapore 26th July, Kerosene Oil—Mo-Bain.

SIGNAL, German str., 902, F. Iversen, 27th August—Hai-ping 25th August, General—Jensen & Co.

SINGAN, British str., 1,047, F. Jamieson, 27th August—Hai-ping 25th August, General—Butterfield & Swire.

SIP, Norwegian str., 871, H. C. Solum, 29th August—Manila 26th August—Asgard, Thoresen & Co.

S THAN, American str., 574, D. Pajo, 31st July—Manila 27th July, Suger—W. B. & Co.

SUTSANG, British str., 1,771, M. Picknell, 21st August—Chingwanta 14th August, Coal—Chinese Engineering & Mining Co.

TACOMA MARU, Japanese str., 3,830, H. Yamamoto, 30th August—Tacoma, Wash., 4th and Manila, P.I., 28th August, Flour and General—Osaka Shosen Kaisha.

TAKING, British str., 1,544, G. F. Matthews, 27th July—Saigon 23rd July, Rice—Jardine, Matheson & Co.

TAIWAN, British str., 1,459, I. Dawson, 27th August—Melbourne 21st July, General—C. N. S. S. Co.

TELEMACHE, British str., 1,340, Edwards, 15th August—Saigon 11th August, General—Wo Fat Sing.

TIJILATAP, Dutch str., 3,860, A. W. L. Boog, 29th August—Batavia 21st August, Sugar and General—Java-China-Japan Lijn.

TIJAPAN, Dutch str., 2,424, P. V. Emmerick, 18th August—from Moji, General—Java-China-Japan Lijn.

VISITORS TO CANTON, Should Purchase
FROM HONGKONG TO CANTON,
BY THE PEARL RIVER."BY CAPTAIN C. V. LLOYD,
With Illustrations, Maps and Plans.
Price ... \$1.75On Sale at—
Hongkong: "DAILY PRESS" Office,
MESSRS. KELLY & WALSH,
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Hongkong, 4th October, 1903.

AVERAGE MARKET PRICES.

August 25th, 1910.

The Prices are given in Dollar Cents.

SUYUKIN MARKET.

Mei Lang Pa-Yuk—Beef, sirloin

and prime cut, per lb. 20

Ham Ngau Yuk—Corned Beef

per lb. 22

Ngau Nam—Breast of Beef

per lb. 15

Tong Yuk—Beef for soup

per lb. 15

Ngau Yat—Beef Steak

per lb. 22

Ngau Yat Kong—Bouguers

per lb. 20

Ngau Po—Bullock's Brains

per lb. 10

Ngau Le—Beef Stew, Sirloin

per lb. 20

Ngau Le—Bullock's Tongue

per lb. 50

Ngau Le—Lamb

per lb. 60

Ngau Gu—Kid—Beef Heart

per lb. 12

Ham Ngau Kid—Beef Heart

per lb. 18

Ngau Gu—Bullock's Feet

each 20

Ngau Gu—Bullock's Kidney

per lb. 9

Ngau Gu—Bullock's Tail

per lb. 12

Ngau Kon—Bullock's Liver

per lb. 12

Ngau Té—Bullock's Liver

per lb. 6

Ngau Té—Bullock's Liver

per lb. 6

Young Tai Té—Calve's Head and Feet

per lb. 100

Young Pe—Leg of Mutton

per lb. 22

Young Shau—Mutton Shoulder

per lb. 20

Young Té—Sheep's Head

each 8

Young Té—Sheep's Kidney

each 9

Young Kon—Sheep's Liver

per lb. 24

Cai Keik—Pig's Foot

each 12

Chi Ni—Pig's Brain

per lb. 25

Chi Taip—Pig's Eye

per lb. 25

Chi Té—Pig's Heads

each 15

Chi Té—Pig's Kidney

per lb. 8

Chi Pai Kwai—Pork Chop

per lb. 18

Chi Pai—Pig's Heart

per lb. 11

Chi Kai—Pig's Liver

per lb. 30

Chi Kai—Sucking Pigs (to order)

per lb. 22

Shang Ngan Yau—Hue Suet

per lb. 20

Shang Yung—Hue Suet

per lb. 22

Ngau Lap Chong—Beeffat

per lb. 28

Ngau Lap Chong—Veal

per lb. 20

FOOTWEAR.

Kai Tai—Chicken

per lb. 8

Sin Kai—Capons

each 38

Pan Kai—Catfish

each 1

Pan Kai—Duck

each 17

Pan Kai—Eel

each 1

Pan Kai—Goat

each 1

Pan Kai—Pig

each 24

Pan Kai—Quail

each 25

Pan Kai—Hare

each 25

Pan Kai—Pheasant

each 18

Chi Kai—Partridge

each 18

Wo Fa-Tek—Race Birds

per lb. 10

Fa Téi—Snipe

each 24

Fa Téi—Ap—Lapwing

each 18

Po Kai Kun—Turkey, Cock

per lb. 55

Po Kai Mo—Turkey, Hen

per lb. 55

FISH.

Kai Yu—Barbel

per lb. 10

Pin Shu—Bream

per lb. 16

Pan Shu—Carps

PREMIUM BONDS

WE are the largest Dealers in the world in these attractive securities.

WHAT ARE THESE BONDS?

They are high-class and absolutely safe securities, payable to bearer, issued by the various Governments and Municipalities of Europe; they are redeemable at periodical drawings, either with Cash Premiums varying from £10 to £40,000, or, at the very least, at their full nominal value.

EASY PAYMENTS.

We sell these Bonds singly or in combinations of the most advantageous ones, payable by convenient Monthly Instalments ranging from 15s. to £20.

Write for Handbook sent post free.

MELVILLE, GLYN & CO., Builders, 3, Rue de la Bourse, PARIS (France). [386]



COLEMAN'S WINCARNIS, THE GREATEST TONIC IN THE WORLD.

WHAT IT has done for OTHERS it will DO FOR YOU
Its refreshing and exhilarating effects are a revelation
to those who have never tried it before.

"WINCARNIS" has a charm all its own, which you
cannot fail to appreciate.
The combination of all that is most nourishing in Beef and Malt is
prepared in Wincarnis gives a TWO-POWER STANDARD
that cannot be equalled for giving Strength and Stamina.
Vitality and Force to Men, Women and Children.

BUY IT TO-DAY
From any leading Chemist.

MUSTARD & COMPANY.

Wholesale Distributors for China and Hongkong.
No. 22, Museum Road, Corner of Soochow Road, Shanghai. [71]

NAPIER JOHNSTONES' "SQUARE BOTTLE" WHISKY.



UNVARIED FOR
THE SAME TODAY AS IN 1785.
150 YEARS.

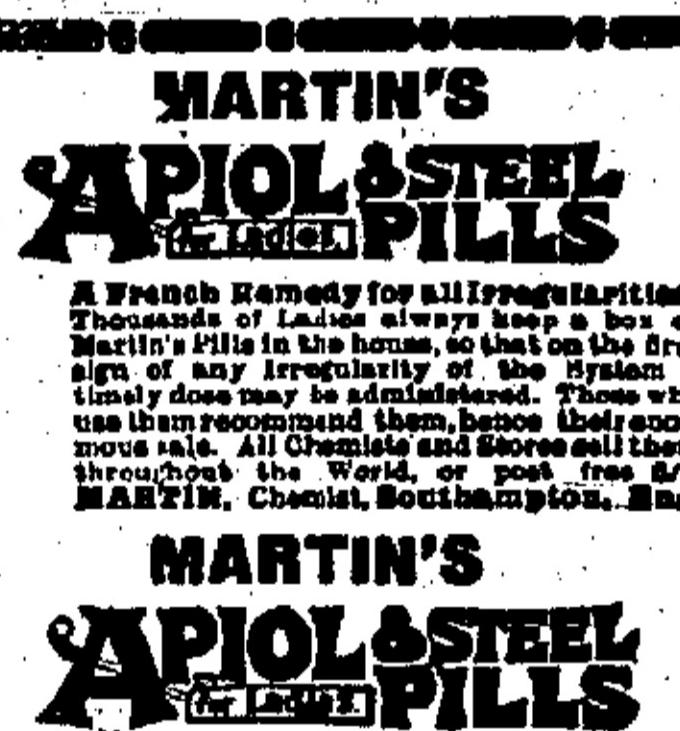
INSURANCE

NOETHER BRITISH AND MERCANTILE INSURANCE COMPANY.
WITH WHICH IS INCORPORATED THE
OCEAN MARINE INSURANCE CO.
TOTAL FUNDS AT 31st DECEMBER, 1909
£19,075,357.

- I. Authorised Capital ... £6,000,000
 - Subscribed Capital ... £2,275,000
 - Paid-up Capital 1,212,500 0 0
 - II. Fire Funds 3,488,135 6 7
- The Undersigned, AGENTS for the above Company, are prepared to ACCEPT RISKS against FIRE and MARINE at Current Rates.

SEEWAN, TOMES & CO.
Agents.

Hongkong, 19th July, 1910. [783]



MARTIN'S APOL & STEEL PILLS

A French discovery of all time, Martin's Pill is the best, the only one that can be administered. Those who use it are recovering from all Complaints and Diseases more thoroughly than any other in the World, or post two drs. each day, Cough, Rheumatism, Etc.

MARTIN'S
APOL & STEEL
PILLS

SOLE AGENTS IN HONGKONG:
LANE, CRAWFORD & CO.,
and from ALL WINE MERCHANTS. [46]

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"THE HONGKONG DAILY PRESS"
PRINTING WORKS
turn out the Best Printing at Reasonable Prices

HONGKONG TIDE TABLE

From August 26th to September 1st, 1910.

Day of Month	Port	HIGH WATER.		LOW WATER.	
		Mean Time	Height	Mean Time	Height
Sat.	26	6. 15	1. 7	7. 14	1. 1
Sun.	27	6. 12	0. 0	8. 21	2. 6
Mon.	28	6. 14	0. 0	10. 15	4. 6
Tue.	29	6. 17	4. 5	8. 19	4. 1
Wed.	30	6. 14	6. 0	11. 21	2. 0
Thur.	31	6. 14	6. 0	11. 25	1. 6
Fri.	1	6. 18	7. 1	11. 28	4. 4
Sat.	2	6. 18	7. 1	11. 28	1. 2
Sun.	3	6. 18	4. 8	11. 28	4. 8
Mon.	4	6. 18	4. 8	12. 23	1. 0

HONGKONG ALTIMETRICAL REGISTER.

Hongkong Observatory, August 31st

	Previous Day at 4 p.m.	On Date at 10 a.m.	On Date at 4 p.m.
Barometer	29.61	29.68	29.62
Temperature	83	81	80
Humidity	75	81	85
Wind Direction	W	NE	ESE
Force	1	3	3
Weather	dry	dry	dry
Rain	0.38	0.38	0.38

Highest open air Temperature on 30th... 83

Lowest open air Temperature on 30th... 76

At 4.30 p.m., Typhoon South South-West of Gap Rock, moving westwards.

STEAMERS PASSED THE CANAL.

August 9th—Blomfontein, Glenaray, Alesia, 12th—Menelake, Nore, Pak Liang, Tonkin, 16th—Benvenuto, Derflinger, Flanders, Invercyle, Delayed through mutiny, Pathan, 19th—Hirano Maru, Pembroke, Promethea, Tranquebar, Yava. 19th—Delayed through mutiny, Tonkin, 23rd—Indrasamha, Inveresk, 25th—Alcionus, C. Ford, Lachis, Hudson, Ernest Simons, Kaisco, Nippon, Palawan, Sibuna, Aniral, Ezelma, Indraida, 30th—Benedal, Prince Etel Friedrich, Bonell, Soyo Maru, Wyneric.

ARRIVALS AT HOME.

Aug. 29th—Malta, 30th—Braheroz Frans Ferdinand, African Prince, Luctoo.

SCOTCH WHISKY.

SOLE AGENTS IN
HONG KONG; CHINA & MANILLA.
A. S. WATSON & CO., LTD.

UNKNOWN GUINEA. IMPORTANT EXPEDITION.

A NEW PYGMY TRIBE.

Renter's Agency has received intelligence to the middle of May, giving details of the recent discovery by British explorers of a new Pygmy race in New Guinea, and a complete account up to the time of the experiences of the expedition—the most important of its kind despatched from England for many years—in what is admitted to be the largest unknown area on the earth's surface. It was known that the difficulties would be great, and so far the expedition seems to have met with a series of unfortunate experiences. The difficulties of transport and of obtaining the necessary equipment and cooler have proved far worse than was anticipated, the natives are proving treacherous and sly, and the climate, with its extreme humidity and incessant rain, is exacting a heavy toll. A few days after landing one of the members of the expedition was lost and drowned, another has had to be invalided home, and at least one of the Gurkha escort has died. The names best known in this country in connection with the expedition are those of Captain C. G. Rawling, who has added to his valuable geographical work in Tibet the discovery of the new pygmy race; Dr. Eric Marshall, of the Shakozi expedition; and Dr. A. F. Wallaston, of the British Museum expedition to Luwanesi. The expedition is under the leadership of Mr. Goodfellow, a well-known ornithologist, and consisted of six members, the two not already named being Mr. Stalker, whose tragic end will be narrated later, and Mr. Shortridge, who has been replaced by Mr. Chard Frant, who is now on his way to New Guinea, and Mr. Shortridge hopes to be able to return to the field of operations after a period of rest.

The expedition is working in British New Guinea, and the Dutch authorities at Batavia have been extending every courtesy to the British explorers. Not only did they convey them to their place of disembarkation in a Government vessel, but they have sent with them an escort of eighty troops under a Dutch officer. Notwithstanding the assistance thus given, the country of almost impenetrable bush has proved so difficult and the climate and other physical conditions have proved so severe that after several months in the country the explorers have only been able to reach an altitude of 2,000 feet, sixty miles inland, although their objective is a peak of 17,800 ft. in the Snow Mountains. Meanwhile news is received of great activity on the part of Dutch explorers to the east of the British expedition, and of the success of Dr. Lorentz, a noted Netherlands explorer, in reaching Wilhelmina Peak, 15,000 ft., along the same range which is the goal of the British party. Notwithstanding the rebuffs already met with, the organisers of the undertaking are determined that the enterprise shall be a success, and are appealing for further funds in order to prolong the duration of the expedition. Subscriptions may be sent to Mr. C. E. Fagan, National History Museum, South Kensington.

The expedition landed at the mouth of the Mimika Rha, on the south coast of Dutch New Guinea. Some time beforehand the explorers in the distance of their objective—the Snow Mountains—the glaciers distinctly visible, range beyond range of knife-edged ridges covered for thousands of feet with dense forest. When the expedition reached the mouth of the Mimika late in the evening, hundreds of natives in their canoes were to be seen. Curiously enough they did not seem a bit afraid of the strangers, and struggled to get on board the steamer. The explorers surprised to find that in this unknown land a native in a canoe was proudly waving a Union Jack, though he obtained it no one knew.

EXPLORER'S DEATH.

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SHIPPING.

ARRIVALS.

CHENAN, British str., 31st August—Canton.
CHUSHING, British str., 31st August—Canton.
CHIYANG, British str., 31st August—Canton.
DAIJIN MARU, Jap. str., 846, Y. Kuburiki,
31st Aug.—Swatow 30th Aug., General—
Osaka Shosen Kaisha.

DELTIA, British str., 4,780, B. W. Snow, 31st
August—Bombay 16th August—Malls
and General—P. & O. S. N. Co.

HAYANO, British str., 1,362, A. E. Hodgins,
31st August—Foochow, Amoy and Swatow
30th August—General—Donglas, Laprak
& Co.

IYO MARU, Japanese str., 3,918, R. Takeda,
31st August—Singapore 25th August,
General—Nippon Yisen Kaisha.

PANHOL, British str., 1,227, Gibbs, 30th Aug.—
Cheribon 19th August, Sugar—Butterfield
& Swire.

CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

31st August.

Chien, Chinese str., for Shanghai.
Chouhan Maru, Japanese str., for Swatow.
Choyang, British str., for Shanghai.
Delta, British str., for Shanghai.
Dion, British str., for Saigon.
Guanorganshire, British str., for Shanghai.
Hamu, British str., for Swatow.
Hakata Maru, Japanese str., for Shanghai.
Sang, British str., for Haiphong.
Spie, Norwegian str., for Quan Chow Wan.
Tairyan, British str., for Australia.

DEPARTURES.

31st August.

HITACHI MARU, Japanese str., for Singapore.
JAPAN, British str., for Shanghai.
KIANG CHING, Chinese str., for Chinkiang.
SOSHU MARU, Japanese str., for Swatow.
SUVERIC, British str., for Manila.
TOUABED, French str., for Fort Bassard.
YAWATA MARU, Japanese str., for Nagasaki.

SHIPPING REPORTS.

The British str. *Huiyang* reports: Strong
N.E. winds violent rain squalls with tremulous
sea.

VESSELS IN DOCK.

August 27th.

TAIKOO DOCK.—Union, Foochow.

VESSELS EXPECTED.

THE INDIAN MAIL.

The Apac str. *Lighthill* from Calcutta left
Singapore on the 28th ultmo., and may be
expected here to-morrow.

The Indo-China str. *Nansung* left Colombo
for the Straits and Hongkong on the 22nd ult.,
and is due here on or about the 7th instant.

The Indo-China str. *Laiyang* left Calcutta
for the Straits and Hongkong on the 28th ult.,
and is due here on or about the 13th inst.

THE GERMAN MAIL.

The I.G. str. *Dorflinger*, carrying the
German Mails with dates from Berlin of the
10th ultmo., left Colombo on the 27th ultmo.,
and may be expected here on or about the
7th instant.

THE CANADIAN MAIL.

The C.P.R. Co.'s str. *Empress of India*
arrived at Yokohama at noon on the 31st ult.,
and left again at 6 p.m. same day for Kobe,
where she is due to arrive at 6 p.m. to-day.

THE AMERICAN MAIL.

The P.M. str. *Mogul* left Yokohama on
the 20th ult., for Hongkong via Kobe, Nagoya
and Manila, and is due to arrive at Hongkong
on the 11th inst.

The T.K.K. str. *Tengyo Maru* sailed from
San Francisco on the 16th ultmo., for Hongkong,
via Honolulu, Yokohama, Kobe, Nagasaki,
and Shanghai, and is due to arrive at this port
on the 13th instant.

THE AUSTRALIAN MAIL.

The E. & A. str. *Eastern* from Sydney, &c.,
left Port Darwin on the 29th ultmo. for Timor,
Manila and this port.

MERCHANT STEAMERS.

The P. & O. S. N. Co.'s str. *Patum* left
Singapore for this port on the 28th ultmo.,
at 10 a.m., and is due here to-morrow at about
8 a.m.

The Mogul Line str. *Padan* sailed from the
United Kingdom on the 2nd ultmo. for Hongkong
via Straits.

The "Bar" Line str. *Bengkee* from Middle-
ton, Antwerp and London left Singapore on
the 20th ultmo. for this port.

The str. *Capt* left Singapore for this port
on the 29th ultmo., and may be expected here
on or about the 4th instant.

The O.S.K. str. *Patoma Maru* left Tacoma
for this port via Japan and Manila on the 6th
ultmo., and is expected to arrive here on or
about the 13th instant.

The N.Y.K. str. *Ceylon Maru* left Bombay
(Bombay Line) left Bombay for this port via Colombo
and Singapore on the 26th ult., and is expected
here on the 13th instant.

The O.S.K. str. *Seattle Maru* left Tacoma,
Wash., for this port on the 20th ultmo., and is
expected to arrive here on or about the 27th
instant.

PASSENGERS ARRIVED.

For *Haifang*, from Coast Ports, Messrs Mc-
Kenzie and Wood.

For *Iyo Maru*, from London, &c., for Hong-
kong, Mr. C. H. Page, Mr. A. W. England, Mr.
J. Strickland, Capt. and Mrs. Stewart, Mr. T.
Okabe, Mr. K. Yoshida, Mr. and Mrs. Robertson,
Mr. J. B. Welch, Mr. R. Lony, Miss Lynch, Mr.
S. Fuchsemann and Mr. T. Ikeda; for Kobe, Mr.
C. G. Elder, Mr. T. Kubota, Mr. M. Nakamura
and Mrs. Nakajima; for Yokohama, Mrs. Maples,
Mr. E. Tsuda, Mr. S. Okura, Mr. Ribikun, Mr.
M. Hosokawa, Mr. M. Randolph, Mr. C. Buddick,
Mr. S. Tomono, Mr. H. Takeuchi, Mr. and Mrs.
Matthews.

For *Delta*, for Hongkong, from Bombay, Mr.
W. Korwala, Mr. G. H. Abdalleen, Mr. K.
Kosseynally, Mr. and Mrs. Mody; from Singapore,
Mr. J. Russel, Mr. J. R. Hargreaves, Dr. and
Mr. Pon and child, Mr. van Meines, Mr. A.
Remond; for Shanghai, from Port Said, Mr.
H. B. Barton; from Colombo, Mr. H. Stenclar;
from Singapore, Miss Morcer, Miss E. Barley
and Mrs. Stark and infant; for Yokohama, from
Marseille, Mr. F. Kukla; from Singapore, Mr.
A. E. Major, Mr. H. R. Munro, Miss H. Munro
and Mr. U. Philip.

DEPARTED.

For *Tonaree*, for Haiphong, &c., Mr. Ramean,
Mr. Bayar and Mr. P. Lenwiner.

For *Yerata Maru*, for Japan, Mrs. Hayward,
Miss Hayward, Dr. A. Gibson, Major and Mrs.
Geddes, Miss E. G. Davy, Mr. W. W. Weston,
Rev. Father Decopman, Vice-Consul and
Mrs. Twys and 2 children, Major Camilleri and
Mr. H. Evangelista.

PASSENGERS EXPECTED.

For M.M. str. *Yarra*, for Hongkong from
Europe—Messrs B. C. Dolafors, R. P. Renand,
R. P. Peyris, J. gross, Teeker, Yaend, van
Merendock, Sonne and J. P. Tchin, Mrs.
Schucker.

VESSELS ON THE BERTH

FOR SINGAPORE, PENANG AND CALCUTTA.

(Taking Cargo on Through Bills of Lading
to Rangoon, Madras and Mauritius.)

THE Steamship

"ARRATOON APCAB,"
Captain W. D. A. Thomas, will be despatched
for the Ports TO-MORROW, the 2nd
Sept., at NOON.

For Freight or Passage, apply to
DAVID SASSOON & Co., Ltd.,
Agents.

Hongkong, 30th August, 1910. [991]

VESSELS ON THE BERTH

"SHIRE" LINE OF TEAMERS, LTD.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship

"CARNARVONSHIRE,"
Captain Gregory, will be despatched as above
on or about the 17th September.

For Freight or Passage, apply to
JARDINE, MATHESON & Co., Ltd.,
Agents.

Hongkong, 31st August, 1910. [999]

PENINSULAR & ORIENTAL
STEAM NAVIGATION CO.

HOMeward PASSENGER SEASON 1911.

PROPOSED SAILINGS OF MAIL STEAMERS

MARSEILLEs AND LONDON.

TAKING PASSENGERS ALSO FOR
COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STAMMERS to COLOMBO

Leave HONGKONG

Connecting Steamers from COLOMBO to MARSEILLEs & LONDON

Due PLIMOUTH (London 2 days earlier)

Steamer Tons Saturday Friday

DELHI 8000 February 4 MANTUA 11000 March 10

ARCADIA 7000 February 18 MALWA 11000 March 10

ASSAYE 7500 March 4 MAGEDONIA 10500 April 1

MARMORA 10500 March 18 (Through Steamer) DEVANHA 8000 April 15

DEVANHA 8000 April 15 MOLDAVIA 10000 April 29

ASSAYE 7500 April 29 MONGOLIA 10000 May 13

DELTA 8000 May 13 MOREA 11000 May 27

MOLDAVIA 10000 June 10 MOOLTAN 10000 June 15

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong or at the time of Booking.

FARES TO LONDON (Including Surtax):

1ST SALOON £71.10 SINGLE £210.14 RETURN.

2ND 248.6 £72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (Non-Transhipment) STEAMERS WILL LEAVE FOR

LONDON CARRYING SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS

Leave HONGKONG

Due LONDON

Steamer Tons about about

SUNDA 470 January 25 March 11

NUBIA 590 February 8 March 25

SYRIA 660 March 8 April 24

NORE 670 March 22 May 8

PALAWAN 470 April 5 May 22

BORNEO 460 April 19 June 5

SICILIA 670 May 3 June 19

SUMATRA 460 May 31 July 17

NILE 670 June 14 August 31

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLEs

FARES TO LONDON (Including Surtax):

1ST SALOON £55.00 SINGLE £82.10 RETURN.

2ND £38.10 " 257.4 "

* Carry 1st and 2nd Saloon Passengers.

For further Particulars, apply to—

E. A. HEWETT,
SUPERINTENDENT.

1002]

THE BANK LINE LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the

United States of America and Canada and also for the Principal Ports in Mexico

and Central and South America.

PROPOSED SAILINGS FROM HONGKONG FOR

VICTORIA, VANCOUVER, B.C.

SEATTLE & TACOMA

VIA SHANGHAI, MOJI, KOBE AND YOKOHAMA.

Stamper. Tons. Captain. To Sail or About.

* SUVERIC ... 6,232 F. S. Cowley 27th September.

* KUMERIC ... 6,232 G. B. McGill 29th October.

AYMERIC ... 4,362 J. Boyd 20th November.

Calling at Amoy and Keeling if sufficient inducement offers.

* These Steamers are specially fitted for the carriage of Asiatic Storage Passengers.

PARCEL EXPRESS TO THE UNITED STATES & CANADA.

For further information apply to

DODWELL & CO., LIMITED,

**PENINSULAR & ORIENTAL
STEAM NAVIGATION COMPANY.**

FOR	STEAMERS	TO SAIL	REMARKS
LONDON via USUAL PORTS	ARCADIA	Noon, 3rd	See Special Advertisement.
KEELUNG, SHANGHAI	PALMA	Sept. 3rd	Freight only.
PEKING, HANKOW	CHINWANTAO, MOJI,	About 3rd	Sept.
KOBE and YOKOHAMA	Capt. G. W. Cookburn, R.N.R.		
LONDON and ANTWERP	NUBIA	About 7th	Freight and Passage.
VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSAILLES	Capt. J. F. Fox	Sept.	
SHANGHAI, MOJI, KOBE, NORE	Capt. G. Phillips	About 8th	Freight and Passage.
SHANGHAI	DELHI	About 15th	Freight and Passage.
For further Particulars, apply to	E. A. HEWETT, Superintendent		

Hongkong, 1st September, 1910.

SOUTH AMERICAN LINE.

REGULAR STEAMSHIP SERVICE FOR
CALLAO, IQUIQUE, VALPARAISO, ETC., VIA MOJI, KOBE, YOKOHAMA,
HONOLULU, MANZANILLO AND SALINA CRUZ (MEXICO).
1910.
S.S. BUJO MARU ... 10,500 tons gross ... Sail Oct. 22nd, at Noon.
S.S. HONGKONG MARU ... 11,000 " " " Dec. 21st, at Noon.
S.S. KIYO MARU ... 17,200 " " " About Mid. Feb. 1911.
For particulars apply to N. YAMADA, Acting Manager.
TOYO KISEN KAISHA. King's Building.
Hongkong, 1st September, 1910. 403

NIPPONYUSEN KAISHA
(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—
SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	TONS.	SAILING DATES.
MARSEILLES, LONDON and ANTWERP, via SINGAPORE, PENANG, COLOMBO and PORT SAID ...	KANAGAWA MARU	THURSDAY, 8th Sept., at 5 p.m. Capt. C. H. Butler, 7,000	
SHANGHAI, MOJI, KOBE, NORE	MIYAZAKI MARU	WED'DAY, 14th Sept., at Daylight Capt. T. Murai, 9,000	
TAIWAN, TOWNSVILLE, BESI, BANE, SYDNEY & MELBOURNE	KITANO MARU	WED'DAY, 21st Sept., at Daylight Capt. F. E. Cope, 9,000	
SHANGHAI, CHINAN, KAIJONG, KASHING, NANCHANG, SUNKIALANG, ILIOILO & CEBU via AMOY	SADO MARU	SATURDAY, 10th Sept., from KOBE Capt. Hiertdahl, 7,000	
SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	AWA MARU	TUESDAY, 13th Sept., at 4 p.m. Capt. S. Ishikawa, 7,000	
SHANGHAI, MOJI and SEATTLE, via KEELUNG, SHANGHAI, MOJI, KOBE, YOKKAICHI, SHIMIZU and YOKOHAMA	INABA MARU	TUESDAY, 11th Oct., at Noon Capt. K. Kawara, 7,000	
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU	FRIDAY, 2nd Sept., at Noon Capt. M. Winckler, 6,000	
SHANGHAI, MOJI and KOBE	YAWATA MARU	FRIDAY, 30th Sept., at Noon Capt. T. Sekine, 5,000	
KOBE and YOKOHAMA	IYO MARU	THURSDAY, 1st Sept., at 5 p.m. Capt. R. Takeda, 7,000	
BOMBAY via SINGAPORE and COLOMBO	COLOMBO MARU	TUESDAY, 6th September Capt. E. Combes, 5,000	
SHANGHAI, MOJI and KOBE	CEYLON MARU	WED'DAY, 14th Sept. Capt. Fred. Pyne, 6,000	
NAGASAKI, KOBE and YOKOHAMA	NIKKO MARU	WED'DAY, 28th Sept., at Noon Capt. M. Yagi, 6,000	

CHEAPEST SUMMER RATES

BETWEEN

HONGKONG AND JAPAN PORTS.

Comencing "Aki Maru" 30th May, ending 30th September, 1910.

SPECIAL EXCURSION TICKETS (1ST & 2ND CLASS) AVAILABLE FOR 3 MONTHS.
Yokohama Return. Kobe Return. Moji Return. Nagasaki Return.

1ST CLASS	\$120	\$110	\$100	\$90
2ND "	\$80	\$70	\$60	\$50

With Option of rail between Calling Ports in Japan.

* Omitting Keelung and Shimizu.
= Calling at Saigon.

§ Fitted with New System of Wireless Telegraphy. * Cargo only. * Carries Deck Passengers.
† Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd Class through Passengers have the option of travelling by Rail.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Buildings, First Floor, Chater Road.

T. KUSUMOTO,
MANAGER [13-125]

Hongkong, 1st August, 1910.

O. B. ICE

OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.
(Subject to Alteration).

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with RAILWAY AND PUGET SOUND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.
(The only direct train service, without transhipment, also shortest and fastest route, from the Pacific Coast to Chicago). Taking cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (GROSS REG.)	LEAVES.
VICTORIA, B.C. & TACOMA	"TACOMA MARU"	6,178	WED'DAY, 7th Sept., at Noon.
VIA KEELUNG, MOJI, KOBE and YOKOHAMA	Capt. H. Yamamoto		
VICTORIA, B.C. & TACOMA	"PANAMA MARU"	6,059	WED'DAY, 21st Sept., at Noon.
VIA MOJI, KOBE and YOKOHAMA	Capt. T. Ogata		

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
SHANGHAI VIA SWATOW, AMOY & FOOCHOW	"CHOSHUN MARU"	THURSDAY, 1st Sept., at Noon. Capt. T. Suruga
TAMSUI VIA SWATOW, & AMOY	"DALIN MARU"	SUNDAY, 4th Sept., at 10 A.M. Capt. Y. Kubasaki

Special Reduction of 20 per cent. will be allowed to 1st and 2nd Class Passengers to Foochow during the two months of September, 1910.

CHEAPEST THROUGH PASSAGE NANKING, in connection with The NISSHIN KISEN-KAISHA's Steamers at Shanghai, for the NANKING EXPOSITION.

HONGKONG-NANKING, RETURN.

1ST CLASS. 2ND CLASS. 3RD CLASS.

\$73.00 \$55.00 \$27.00

1st and 2nd Class Passengers have the option of travelling by Rail between Shanghai and Nanking.

Fair Speed. Superior Passenger Accommodation. Electric Light throughout. First Class Cuisine.

The Newly Built Steamers: "CHOSHUN MARU" and "ABUJUN MARU" have First Class Cabins AMIDSHIP.

For information of Freight, Passage, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings.

T. ARIMA,
MANAGER

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**THOS. COOK & SON,
TOURIST, STEAMSHIP & FORWARDING AGENTS,
BANKERS, &c.**

CHIEF OFFICE:—LUDGATE CIRCUS, LONDON, E.C.
TICKETS to EUROPE by the principal STEAMSHIP LINES and TRANS-SIBERIAN RAILWAY.
TOURS arranged to ALL PARTS of the WORLD.
BAGGAGE collected, forwarded and insured at lowest rates.
LETTERS of CREDIT and CIRCULAR NOTES ISSUED and CASHED.
FOREIGN MONEY EXCHANGED.

OFFICIAL AGENTS FOR THE OBERAMMERGAU PASSION PLAYS OF 1910, AND THE ANGLO-JAPANESE EXHIBITION OF 1910.

Head Office for the Far East—
16, DES VIEUX ROAD,
662] HONGKONG.

Japan Office,
32, WATER STREET,
YOKOHAMA.

O. B. ICE

Made from distilled water only. Quadruplicate filtration. Absolute purity assured. Plant open to inspection at all times.

ORIENTAL BREWERY, LTD.

BREWERS AND MANUFACTURERS OF ICE,

DEPOT: 55 & 57, DES VIEUX ROAD.

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"HONGKONG DAILY PRESS"

PUBLICATIONS.

DIRECTORY AND CHRONICLE OF THE FAR EAST	\$10.00
Do. Do. Small Edition 6.00	
CHILDREN OF FAR CATHAY: a Social and Political Novel, by C. J. Halcombe	\$1.75
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POWER OF ATTORNEY FORM... IN CHINA	0.25
MAIL TABLES for 1910 ... 0.30 & 0.20	

INDO-CHINA S. NAV. CO., LTD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION.)

FOR	STEAMERS	TO SAIL
SHANGHAI via SWATOW	"CHOYSANG"	Friday, 2nd Sept., Noon.
TIENSIN via SWATOW, TSINGTAO	"CHIPSHING"	Friday, 2nd Sept., Noon.
TAU, WEIHAIWEI & CHEFOO	"YUENSONG"	Friday, 2nd Sept., Noon.
MANILA	"YUENSONG"	Friday, 2nd Sept., 4 P.M.
SHANGHAI, KOBE & MOJI	"NAMSANG"	Friday, 9th Sept., 4 P.M.
SINGAPORE, PENANG & CALCUTTA	"FOORSANG"	Monday, 12th Sept., Noon.
RETUR TOURS TO JAPAN		Wednesday, 14th Sept., Noon.

OCCUPYING 24 DAYS.

The Steamers "KUTSANG," "NAMSANG" and "FOORSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong. These vessels have all modern improvements and are fitted throughout with Electric Light. A duly qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

Taking cargo on through Bills of Lading to Yangtze Ports, Chefoo, Tientsin & Newchwang.

Telephone No. 215, Sul. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & CO., LTD., Hongkong, 1st September, 1910.

GENERAL MANAGER [1]

OCCUPYING 9 to 10 Days.</

MUSICAL INSTRUMENTS AND STRINGS.

VIOLINS, GUITARS, MANDOLINES, and other STRINGED INSTRUMENTS.

ALL WOOD and BRASS WIND INSTRUMENTS.

ALUMINIUM MANDOLINES FOR HOT CLIMATES.

NOVELTIES OF FITTINGS and STRINGS.

GEBRUEDER SCHUSTER, MARKNEUKIRCHEN 76, GERMANY
For Particulars, Catalogues and Samples apply to the Sole Representative for China:

HUGO C. A. FROMM,
HONGKONG: 4, QUEEN'S BUILDING. TELEPHONE 960.

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POST OFFICE NOTICE

Only fully prepaid letters and postcards are transmissible by the SIBERIAN Route to EUROPE.

The Linen, with the Siberian mail, is due to arrive here to-day.
The Arcadia, with the Siberian mail, is due to arrive here to-morrow.

FOR	PER	DATE
Swatow ...	Hainan ...	Thursday, 1st, 9.00 A.M.
Shanghai ...	Della ...	Thursday, 1st, 9.00 A.M.
Swatow, Amoy, Foochow and Shanghai	Choochan Maru ...	Thursday, 1st, 11.00 A.M.
Haifong ...	Singan ...	Thursday, 1st, 11.00 A.M.
Singapore, Penang and Colombo ...	Hitchi Maru ...	Thursday, 1st, 1.00 P.M.
Macao ...	Sui Tai ...	Thursday, 1st, 1.15 P.M.
Shanghai ...	Chenan ...	Thursday, 1st, 3.00 P.M.
Shanghai ...	Chiyang ...	Thursday, 1st, 3.00 P.M.
Shanghai, Moji and Kobe ...	Hakata Maru ...	Thursday, 1st, 3.00 P.M.
Manila, Zamboanga, Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle ...	Taiyuan ...	Thursday, 1st, 3.00 P.M.
Kobe and Yokohama ...	Iyo Maru ...	Thursday, 1st, 4.00 P.M.
Swatow, Amoy and Foochow ...	Hayang ...	Friday, 2nd, 9.00 A.M.
Singapore, Penang and Calcutta ...	Chiiping ...	Friday, 2nd, 11.00 A.M.
Singapore and Shanghai	Arratoon Appear ...	Friday, 2nd, 11.00 A.M.
Malib ... Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle ...	Choyang ...	Friday, 2nd, 11.00 A.M.
Manila, Moji, Kobe, Yokohama, Victoria and Tacoma ...	Kumano Maru ...	Friday, 2nd, 11.00 A.M.
SHANGHAI, NAGASAKI, KOBE, YOKOHAMA, HONOLULU & SAN FRANCISCO ...	Sui Tai ...	Friday, 2nd, 1.15 P.M.
SIBERIAN MAIL TO EUROPE	Tigpanas ...	Friday, 2nd, 2.00 P.M.
Swatow, Amoy and Foochow ...	Kafong ...	Friday, 2nd, 3.00 P.M.
Ilolo and Cebu ...	Lounguang ...	Friday, 2nd, 3.00 P.M.
Manila, Ningpo and Shanghai ...	Kaiting ...	Saturday, 3rd,
Manila ...	Printed Matter and Samples ...	9.00 A.M.
(Late Letters 11.00 A.M. to Noon Extra Postage 10 cents)	Registration ...	9.00 A.M.
(Supplementary mail on board up to the time fixed for departure of the mail. Extra Postage 10 cents.)	(Registration with late fee of 10 cents, up to 9.30 A.M.)	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Registration, Kowloon B.O. ...	10.00 A.M.
The Parcel mail will be closed to-morrow, at 5 p.m. ...	No late fee. ...	
Europe, &c., India via TUTICORIN ...	Letters ...	10.00 A.M.
(Late Letters 11.00 A.M. to 11.30 Extra Postage 10 cents)	Saturday, 3rd, 10.00 A.M.	
(Letters posted in all the Pillar Boxes in time for the first clearance will be included in this contract mail.)	Saturday, 3rd, 10.00 A.M.	
Swatow, Amoy and Foochow ...	Printed Matter and Samples ...	10.00 A.M.
Manila ...	Registration ...	10.00 A.M.
Manila, Angara, Yap, Maron, Friedrich Wilhelmshafen, Rabaul, Herbertshafen, Matupi, Brisbane, Sydney, Hobart, Launceston, New Zealand, Dunedin, Melbourne, Adelaide, Perth and Fremantle ...	(Registration with late fee of 10 cents up to 10.45 A.M.)	
Manila ...	Registration, Kowloon B.O. ...	10.00 A.M.
Shanghai, Moji and Kobe ...	No late fee. ...	
Singapore, Penang and Bombay ...	Letters ...	11.00 A.M.
Singapore, Penang and Calcutta ...	Saturday, 3rd, 1.15 P.M.	
Port Darwin Thursday Is. Cooktown, Cairns, Townsville, Brisbane, Sydney, Hobart, Launceston, New Zealand, Melbourne, Adelaide, Dunedin, Perth and Fremantle ...	Sunday, 4th, 9.00 A.M.	
St. Albans ...	Tuesday, 6th, 9.00 A.M.	
Mongolia ...	Tuesday, 6th, 3.00 P.M.	
Mongolia ...	Wednesday, 7th, 3.00 P.M.	
Mongolia ...	Wednesday, 7th, 10.00 A.M.	
Mongolia ...	Wednesday, 7th,	
Goeben ...	Printed Matter and Samples ...	10.00 A.M.
Friday, 9th, 3.00 P.M.	Registration ...	10.00 A.M.
Prius Sigismund ...	Registration, Kowloon B.O. ...	10.00 A.M.
Rubi ...	No late fee. ...	
Shanghai, Moji and Kobe ...	Letters ...	11.00 A.M.
Shanghai, Moji and Kobe ...	Saturday, 10th, 11.00 A.M.	
Namang ...	Monday, 12th, 11.00 A.M.	
Cayri ...	Monday, 12th, 11.00 A.M.	
Fookang ...	Wednesday, 14th, 11.00 A.M.	
Saturday, 17th,		
Mongolia ...	Printed Matter and Samples ...	9.00 A.M.
Mongolia ...	Registration ...	9.00 A.M.
Mongolia ...	(Registration with late fee of 10 cents up to 9.30 A.M.)	
Mongolia ...	Registration, Kowloon B.O. ...	9.00 A.M.
Mongolia ...	No late fee. ...	
Mongolia ...	Letters ...	10.00 A.M.
St. Albans ...	Saturday, 17th, 10.00 A.M.	

ELECTRIC IRONS

INDISPENSABLE TO EVERY HOUSEHOLD.

THE MISTRESS can iron her own delicate lace.

THE MASTER can iron his own ties.

THE AMAH can do all other ironing in half the time and without grumbling.

The only CLEAN method of Ironing.

The only HEALTHY method of Ironing.

The only CONVENIENT method of Ironing.

CLEAN because the Iron is Nickel Plated and does not require to be placed over fire.

HEALTHY because you dispense with the necessity for lighting fires, and in the height of summer ironing can be carried on in Perfect Comfort without inhaling the poisonous fumes given off by gas or charcoal Irons.

CONVENIENT because the Iron is always ready for immediate use, can be connected to any convenient lampholder, and heats up within a couple of minutes.

CAN BE USED FOR SEVERAL HOURS FOR TWENTY CENTS.

WILLIAM C. JACK & CO., LTD., Electrical Engineers, 14, DES VŒUX ROAD CENTRAL, HONGKONG.

SHARE LIST.—QUOTATIONS.

HONGKONG, AUGUST 31st, 1910.

STOCKS.	NO. OF SHARES.	VALUE	PAID UP	CLOSING QUOTATION CASH.
BANKS.—				
Hongkong & Shanghai Bank Corporation	120,000	\$125	\$11	\$1930, buy. x.d. \$90.
National Bank of China, Limited	99,925	\$7	\$6	\$6, buyers
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$6, sellers
China Borneo Company, Limited	60,000	\$12	\$12	\$6, buyers
China Light and Power Company, Limited	50,000	\$10	\$10	\$11.40.
China Provident, Loan & Mortgage Co., Ltd.	50,000	\$1	\$1	\$1.40.
COTTON MILLS.—				
Ewe Cotton Spinn'g. & Weaving Co., Ltd.	20,000	Tls. 50	Tls. 50	Tls. 110.
Hongkong Cotton Spinning Co., Ltd.	125,000	Tls. 75	Tls. 75	\$5.
International Cotton Manufac'g Co., Ltd.	10,000	Tls. 100	Tls. 100	\$57.
Lion-Kung-Mow C. Spin. & Weav. Co., Ltd.	8,000	Tls. 100	Tls. 100	Tls. 70.
Soy Chia Cotton Spinning Co., Limited	2,000	Tls. 500	Tls. 500	Tls. 240.
Dairy Farm Company, Limited	40,000	\$74	\$6	\$19, buyers
DOCKS AND WHARVES.—				
Hongkong & Kowloon Wharf & G. Co., Ltd.	60,000	\$50	\$11	\$53, buyers
Hongkong & Whampoa Dock Co., Ltd.	50,000	\$50	\$10	\$50, sales
New Amoy Dock Co., Limited	10,000	\$68	\$68	\$9, sellers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 76.
Shanghai and Hongkew Wharf Co., Ltd.	36,000	Tls. 100	Tls. 100	Tls. 116.
kenwick & Co., Limited	18,000	\$25	\$25	\$9, sellers
Green Island Cement Co., Limited	400,000	\$10	\$10	\$5, sales
Hongkong and China Gas Co., Limited	7,000	\$10	\$10	\$205.
Hongkong Electric Co., Limited	60,000	\$10	\$10	\$22, buyers
Hongkong Hotel Company, Limited	12,000	\$50	\$25	\$104, sellers
Hongkong Ice Company, Limited	8,000	\$25	\$11	\$82, sellers
Hongkong Lope Manufacturing Co., Limited	60,000	\$10	\$10	\$135.
Hongkong South China Steam Fisheries Co., Ltd.	15,000	\$10	\$7	\$7, nominal
INSURANCES.—				
Canton Insurance Office Co., Limited	10,000	\$250	\$50	\$165, buyers
China Fire Insurance Co., Limited	20,000	\$100	\$20	\$111, buyers
Cains Traders Insurance Co., Limited	24,000	\$35.33	\$25	\$87.2.
Hongkong Fire Insurance Co., Limited	8,000	\$250	\$50	\$84.0.
North-China Insurance Co., Limited	10,000	\$15	\$15	Tls. 115, buyers
Union Insurance Society, Limited	12,400	\$250	\$100	\$840, sales
Yangtze Insurance Association, Limited	12,000	\$100	\$60	\$200, sellers
LANDS AND BUILDINGS.—				
Hongkong Land Invest. Agency Co., Ltd.	50,000	\$100	\$100	\$100, buyers
Humphreys Estate and Finance Co., Ltd.	150,000	\$10	\$11	\$88, sales
Kowloon Land and Building Co., Ltd.	6,000	\$50	\$50	\$32, buyers
Shanghai Land-Investment Co., Limited	78,000	Tls. 50	Tls. 50	Tls. 112.
West Point Building Co., Limited	12,500	\$50	\$50	\$39.
MINING.—				
Société Française des Charbonnages du Tonkin	16,000	Frs. 250	all	\$720.
Raub Australian Gold Mining Co., Ltd.	200,000	£1	\$1	\$75.
Peak Tramways Co., Limited	25,000	\$10	\$11	\$113, sellers
Philippine Co., Limited	50,000	\$10	\$10	\$10, sellers
REFINERIES.—				
China Sugar Refining Co., Limited	20,000	\$100	\$10	\$160, x.d. sellers
Luzon Sugar Refining Co., Limited	7,000	\$100	\$10	\$26, sellers
Robinson Piano Co., Limited	4,000	\$50	\$50	\$50, sellers
STEAMSHIP COMPANIES.—				
China and Manilla Steamship Co., Ltd.	30,000	\$25	\$115, sales	
Douglas Steamship Co., Limited	20,000	\$50	\$27, sellers	
Hongkong, Canton & Macao S.C.B. Co., Ltd.	50,000	\$15	\$35, sellers	
Indo-China Steam Navigation Co., Ltd.	60,000	pref. £5	all	60, sel. £26.
Shell Transport & Trading Co., Limited	2,000,000	£1	£1	88/-.
Star Ferry Company, Limited	10,000	\$10	\$10	\$24, sellers
South China Morning Post, Limited	6,000	\$25	\$25	\$12, sellers
Steam Laundry Company, Limited	6,000	\$25	\$25	\$8, buyers
STORES AND DISPENSARIES.—				
Campbell, Moore & Co., Limited	1,200	\$10	\$10	\$10, sellers
Wm. Powell, Limited	15,000	\$7	\$7	\$2, sellers
Watkins, Limited	10,000	\$10	\$10	\$3.
A. S. Watson & Co., Limited	90,000	\$10	\$10	\$62, buyers
Weissmann, Limited</				